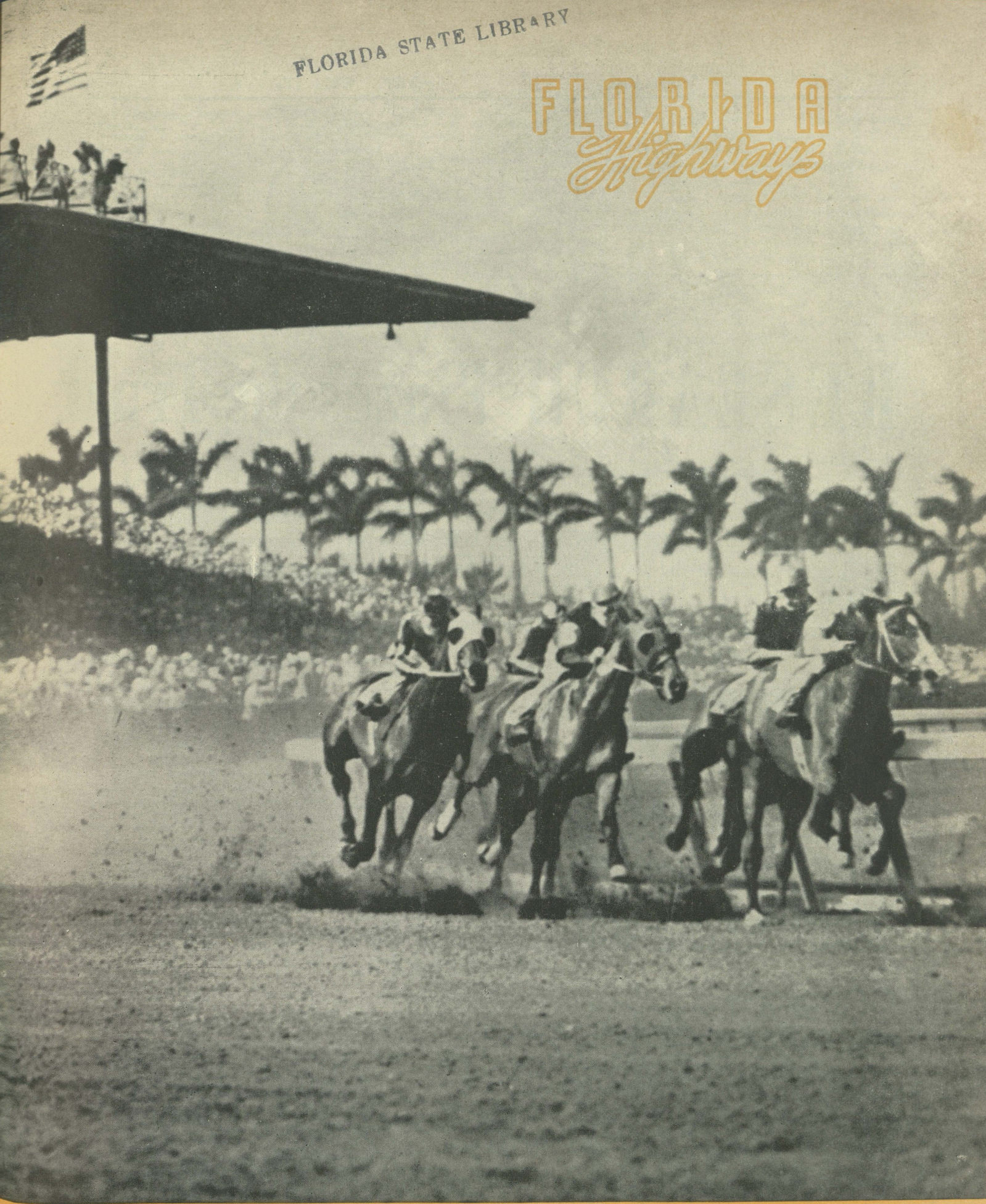
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RESEARCH Blazes the Trail

for FLORIDA'S Industrial Development!

THE United States leads the world in industrial progress. Research laboratories and experiment stations in Florida and throughout the country have laid the ground-work for this leadership. We salute these institutions and the men who are blazing the trail of industrial progress.

High on the list is our own Florida Engineering and Industrial Experiment Station of the University of Florida. In this station the volume of research now being done is equal to that in all of the engineering colleges in the southeast.

Much of the work of this group has been of a secret nature, for the benefit of the armed forces. But now that peace has returned, the station personnel can concentrate their varied talents on the job ahead—the advancement of Florida industries. To this end, they are working along the following lines:

1. Research to prepare for the needs of Florida's future industries
2. Research to improve Florida's existing industries
3. Technical service for the assistance of Florida's industries and other state agencies
4. Engineering problems affecting the welfare of Florida
5. Development of Natural Resources

The latest list shows 32 active and important projects in operation in the station, covering widely diversified subjects.

With Florida on the threshold of a great industrial expansion, the Engineering and Industrial Experiment Station of the University of Florida and other research bodies will play increasingly important roles. They are and will be largely responsible for the development of new and more profitable uses for existing raw materials, and the discovery of new raw material sources.

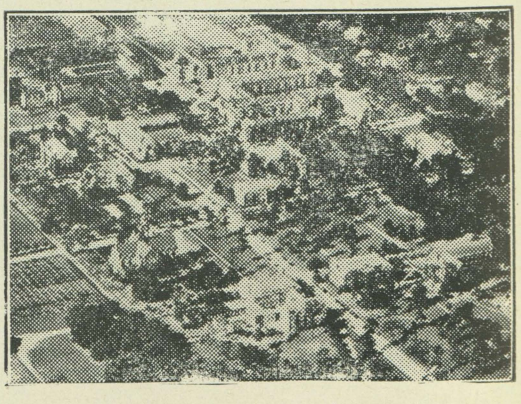
Future Florida industry will be indebted to the men whose research has blazed the trail. The Florida Engineering and Industrial Experiment Station and similar Florida research groups deserve a place in the front ranks of Florida's industrial builders.

Following is a partial list of studies undertaken by the Engineering and Industrial Experiment Station of the University of Florida in one period of less than a year. These examples are typical of the scope and variety of the work done at the station:

• High Grade Ceramic Ware • Tannin from Scrub Oak and Other Sources • Sewage Treatment Processes • Test Road Using Limerock • Utilization of Wood and Wood Waste • Protein Feed from Waste Sulfite Liquor • Harvesting Equipment • Pulp for Paper from Fresh Stumps • Fundamental Corrosion Studies • Mildew and Moth Control on Textiles, Leather and Other Materials • Mucilage from Hibiscus Manihot • Cathodic Protection of Water Storage Systems • Leather Development • Investigations on Peat • Limerock in Sulphite Pulp Mills • The Greater River and Harbor Systems of Florida • Crate Closure for Citrus and Celery • Wood Impregnation Equipment • Drying of Tung Nuts.

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Aerial View of the University of Florida Campus

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STATE TIMBERMEN ENROLL FOR TREE-SAVING

Membership in the Florida tree farm system has been opened to outstanding State timbermen and naval stores operators, State Forest Service Director C. H. Coulter said.

Twelve representative farmers already have been enrolled, with acreage scattered from Washington County in northwest Florida to Polk County in the south. Members are required to practice fire control, reforestation and approved cutting methods.

The system is designed to recognize "pioneering efforts of landowners to grow timber in accordance with good forestry practices," the State forester said.

Participating landowners will be awarded certificates and will be permitted to display distinctive green and white signs to mark their forest property.

Coulter predicted membership would triple within the next year with the total acreage involved climbing from its present 140,000 acres to about 250,000.

"However," he said, "we don't want to push it too fast. We want to take a few at a time and let the others know where examples of good forestry practice can be seen."

BEVERAGE TAX RECEIPTS SHOW INCREASE

Florida smokers and alcoholic beverage drinkers paid $16,219,808 in taxes into the State treasury during the past six months.

Beverage Director James T. Vocelle reported that beer, wine and whiskey tax collections for the first six months of the fiscal year are 136.7 percent ahead of the same period a year ago and that cigarette taxes are up 71.65 percent.

Alcoholic beverage tax collections of $2,117,393 in December, compared with $917,960 the same month a year ago, brought the total for the first six months of the fiscal year to $11,422,-410.

Cigarette taxes in December yielded $850,479, compared with $512,346 a year before, to bring total receipts for the year so far to $4,797,398.

The 1945 legislature increased the cigarette tax by one-third, the liquor tax by 60 percent, the wine tax by 20 percent and more than tripled the beer tax.

The late W. J. Howey, founder of Howey-in-the-Hills was credited with bringing more than 25,000 people to Florida. In the first year of his development at Howey, more than 800 acres of citrus groves were planted.

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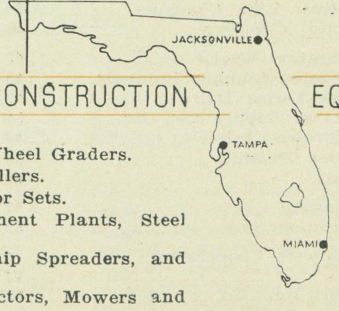
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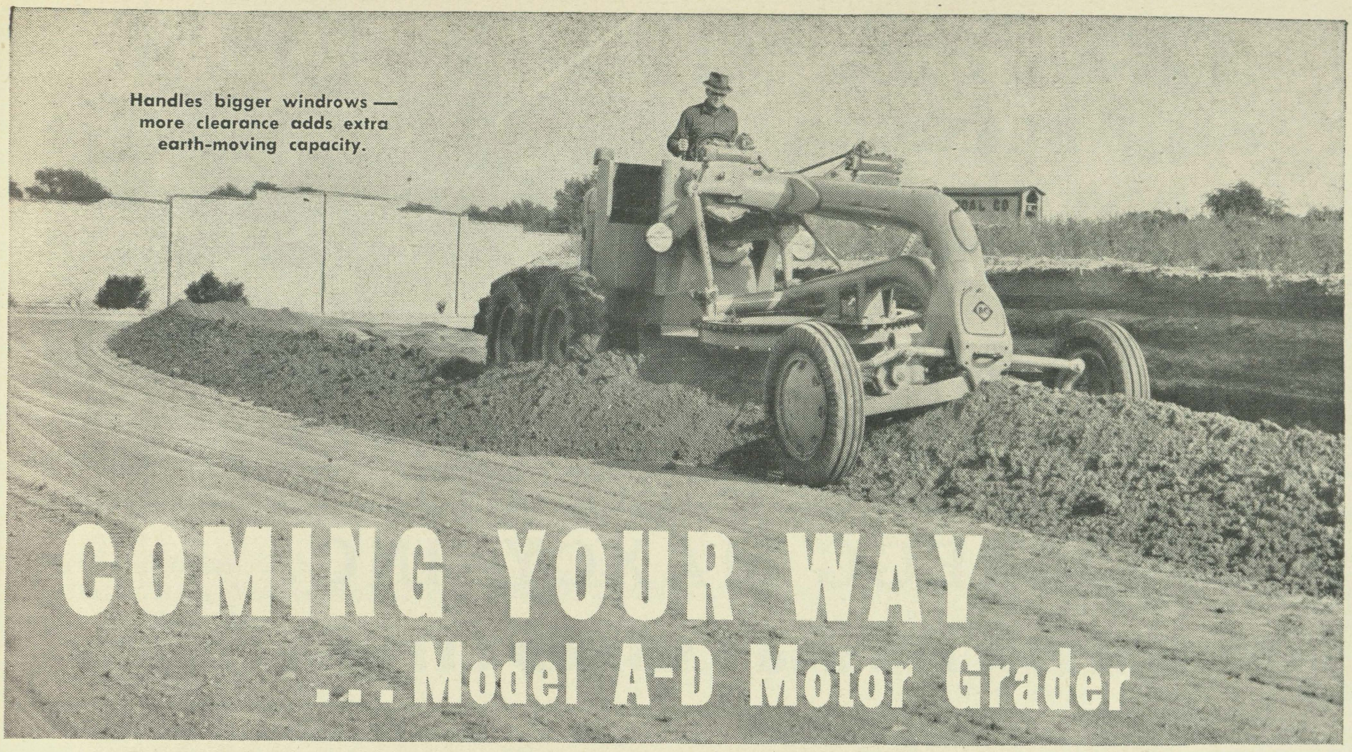
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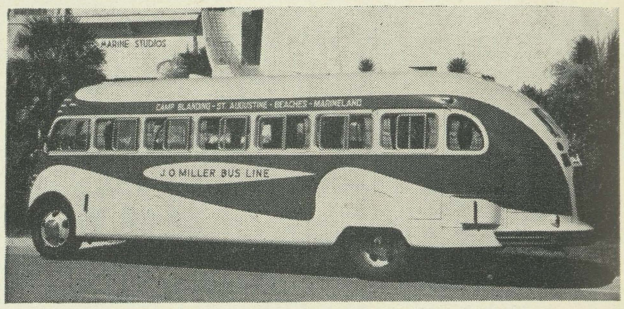
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Official Publication of

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JOHN KILGORE, Tallahassee ..... *Editor*
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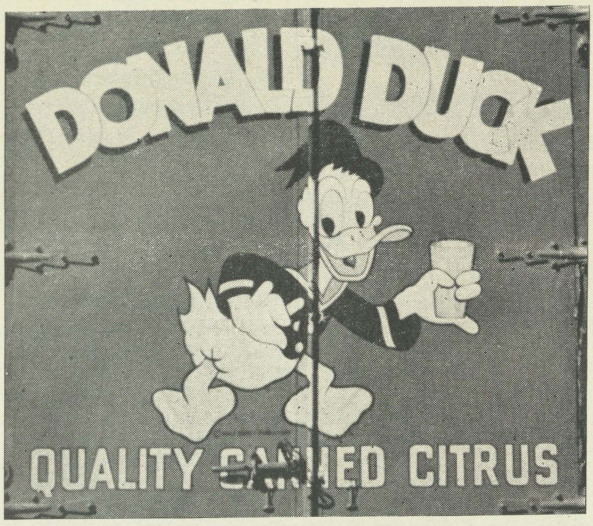
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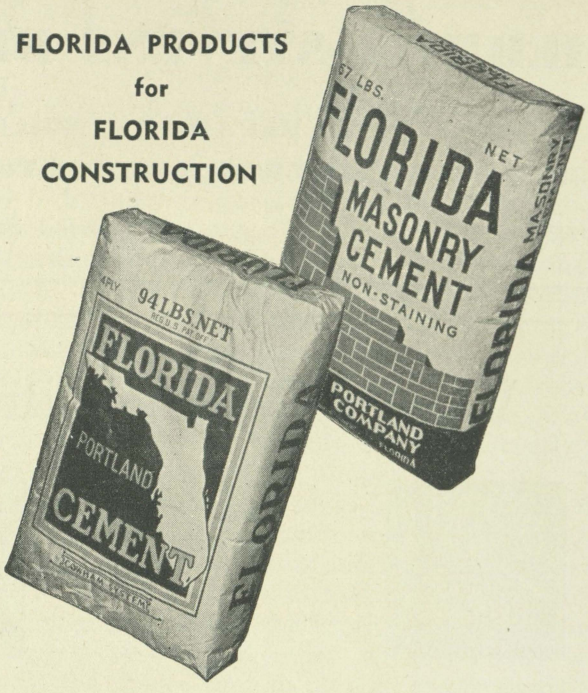
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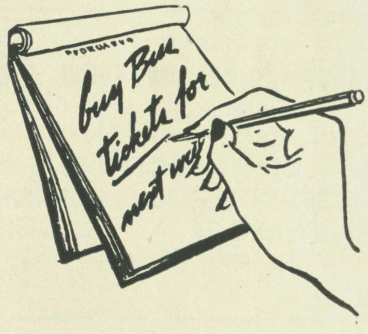
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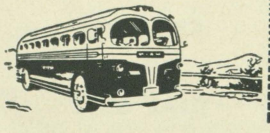


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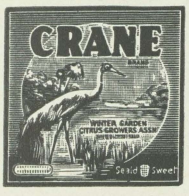
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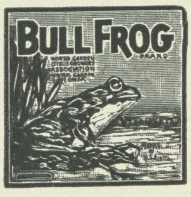
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EDITORIALS

RACE TRACKS HELP KEEP WHEELS TURNING

FLORIDA LICENSES, regulates, and collects a tax on racing. The question of whether racing should operate in any county or State always results in a difference of opinion. There is and could be no constitutional prohibition against racing as such but experience shows that horse and dog tracks operate only in connection with wagering, in a more or less open and organized form. Without recognized wagering races are sometimes conducted at fairs but not otherwise. The question, therefore, resolves itself into the question of whether wagering shall be permitted.

At one time horse racing was conducted in Florida under a plan whereby stock certificates were issued in corporations which consisted of the horses. There was debate on this question but it was generally understood that the plan was a skillful subterfuge of doubtful legality. Under it organized wagering, under the guise of stock investments, was conducted.

The Florida legislature resolved the question by passing a law permitting pari-mutuel wagering at horse and dog tracks and jai alai frontons. The law provides for strict regulations to see that the races are honestly and fairly conducted, that the winners receive just remuneration based on the correct odds and that the people all over the State receive the benefit of the tax revenue.

Supporters of the legislative bill so framed it that it would draw support from senators and representatives from the smaller rural counties. The law provided for an equal division of certain proceeds of the tax between the 67 counties of the State. This means that the smallest county receives the highest per capita return from racing.

There was originally much more support from the larger centers of population for the racing bill. Since the law has been in effect some groups in the larger counties have questioned the benefits of racing, basing their objections on the ground that the tracks divert ready cash from other businesses. This opposition, which is entirely distinct from the normal opposition of those who oppose racing on moral grounds, has never gained much headway.

Since the original law was passed, the tax rate has been increased. A new form of levy was also imposed under which the State takes over the "odd-cent breaks." The "breaks" are amounts less than a nickel or a dime which winners are theoretically entitled to but which they do not actually receive since the winning tickets are paid off in even amounts.

Coincidental with the increase and broadening of the levy, was the policy of using race track funds to support the State's welfare contributions.

There has been no organized attempt to repeal the race track law and the question has been for many years regarded generally as a closed issue. An attempt at repeal would meet opposition from the smaller counties in which race track revenue is of vast importance in governmental financing, credited with keeping the schools open and other services functioning through lean years and diminishing tax returns. It would be resisted, too, by supporters of the program of full payments under matching Federal aid to the needy aged and by taxpayers who would dislike to see this burden shifted from the race track bettors to themselves. These are powerful groups in support of the big county interests who have a more direct interest in operation of the tracks.

In actual practice, the tracks have been well operated, the races fairly conducted and the patrons justly treated. State agents and inspectors have been alert to keep exceptions to this rule at a minimum.

Business interests in the localities where racing is conducted have found other advantages to weigh against the theory that the tracks divert funds from trade. The tracks have made large investments and their payrolls for construction and for operations have poured into trade channels. Many of the race track officials and employes, including trainers and jockeys have invested their earnings in permanent homes and have settled themselves and their families in communities near the tracks. Large expenditures are made regularly for supplies. As the years passed the tracks and racing personnel have become well established as parts of substantial Florida communities.

Attention has been diverted from the once open question of whether the tracks should operate, to such issues as the operation of illegal gambling. Race track officials and State authorities are aligned with groups of citizens who oppose gambling as an evil against the "bookies" who accept and pay race track wagers without playing the bets through the pari-mutuel machines. This practice deprives both the tracks and the State of revenue. Bookies, however, need no office and some of them may depend entirely on memory in accepting bets which they are obligated to pay. They enjoy a certain advantage, too, in that they can pay a little more than the track and come out with as high a profit as the track on an equal amount wagered, since they pay no tax. Efforts to break up the "books" have never been successful and perhaps never will be in view of the difficulty of detection but many citizens think that efforts in this direction could be increased. The counter-suggestion that "hand books" be legalized and regulated has never gained much support.

Proposals that other forms of wagering be legalized have also met with much opposition and little support. Regulation would bring some improvements but not enough in the opinion of many citizens to outweigh the disadvantages.

The State did experiment for a while with legalized and regulated slot ma- **(Continued on page 38)**

FLORIDA'S

NEWEST

RACE

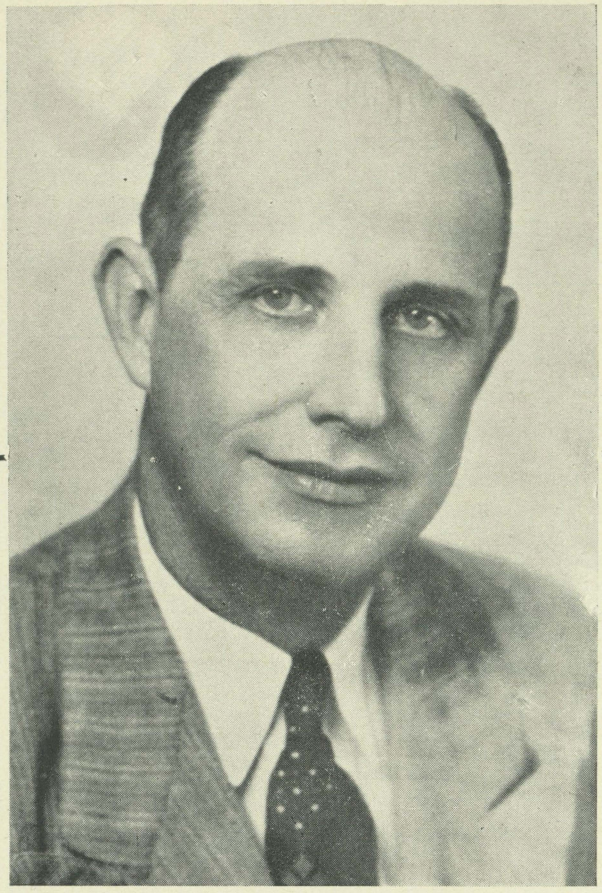
COURSE

★

Gulfstream Park

James Donn, President

HALLANDALE **FLORIDA**



Racing A State Asset

By CHARLES F. BALDWIN
Chairman Florida State Racing Commission

MANY CITIZENS of Florida think only of racing in terms of revenue to the State. In this regard racing is one of the most important sources of tax revenue, producing as it did during the 1943-1944 season approximately $6,000,000 for the benefit of the counties of Florida and its old age assistance fund. Too few, however, aside from those directly engaged in the business of racing, are fully aware of the fact that racing is more than a mere revenue producer. It is a large year around industry operating in this State, employing thousands of its citizens and representing a capital investment of millions of dollars. It is likewise one of the major attractions for tourists and along with our many other facilities for entertainment and amusement, more than does it share to make Florida one of the finest vacation and recreation centers of the world.

Each member of the Florida State Racing Commission is fully cognizant of the importance of the responsibility of this office. It is our duty to the State and its citizens and taxpayers to operate this agency with economy and efficiency. It is likewise our function to make sure that all of those who are engaged in or who patronize the racing industry, are afforded the opportunity to operate upon legitimate businesslike basis and to enjoy benefits of the recreation and amusement such industry affords.



Hoop, Jr., famous racer, taken at Hialeah Park with Owner Fred Hooper, Trainer Ivan Parke, and Jockey T. Atkinson. Mr. Hooper is at extreme left.

Racing Commission Activities . . .

By William B. Watson, Jr.
Secretary Florida State Racing Commission

NOW IN THE first part of its fifteenth year of existence, the Florida State Racing Commission has under its jurdisdiction fifteen activities engaged in the operation of pari-mutuel wagering. Such activities include eleven dog tracks, three nationally known horse tracks and the jai alai fronton, the latter being the only one of its kind in this country.

The opening of the Pensacola Kennel Club in Escambia County on February 2, 1946 will mark the beginning of this sport in that section of Florida. Duval County and its neighboring county of Clay each have a dog track. Dog racing on the West Coast of Florida is conducted at the Sulphur Springs track near Tampa and the St. Petersburg track, the latter being the only dog track which puts on bi-weekly matinee performances.

Central Florida is served by the Sanford-Orlando Kennel Club, located at Longwood, midway between the cities from which its name is derived.

On the lower East Coast, there is a track at West Palm Beach and another at Hollywood.

In metropolitan Miami there are three large dog tracks which maintain together a continuous operation from the opening of the dog racing season in November to its close on the first day of June of each year. In addition to these tracks Miami also has the Biscayne fronton which presents a program of ninety nights of jai alai, or the Spanish ball game of "pelota," each year. Here the spectator may wager upon the skill of the players individually or by teams, under the pari-mutuel system.

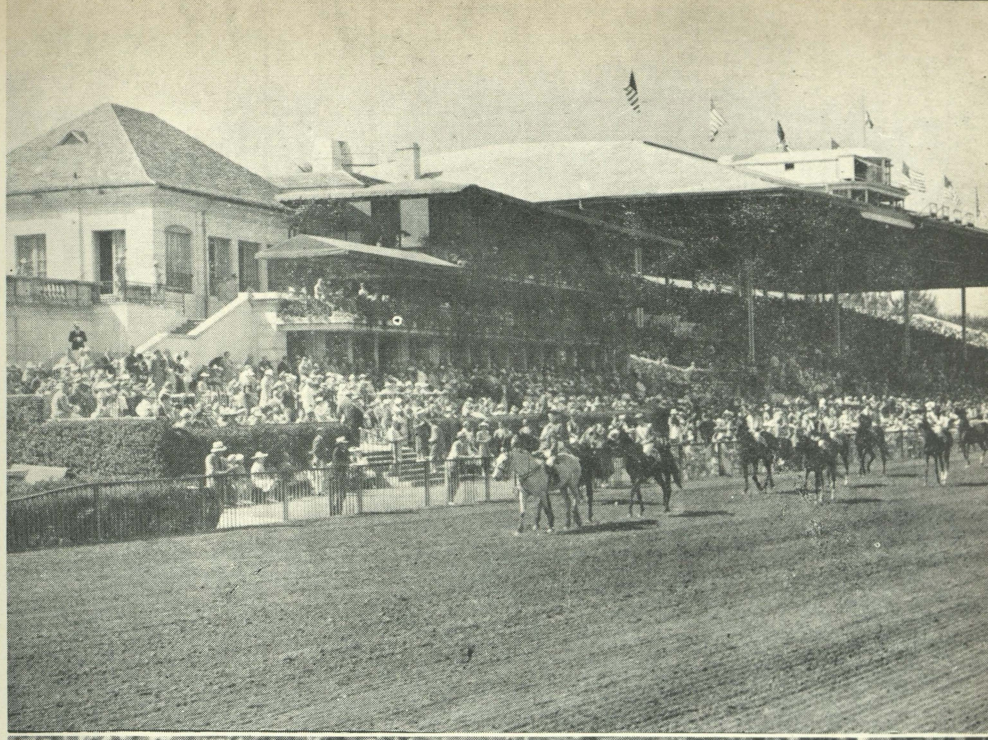
From December 1st of each year, through the 20th day of April of the year following, has been designated by the legislature of Florida as the horse racing season. During this period of one hundred twenty days, the three nationally known horse tracks situated in Florida attract thousands of spectators, horse owners, trainers and

other devotees of the "sport of kings." During the current season, Gulfstream Track at Hallandale, the first to open its 40-day meeting, is enjoying the greatest year in its history. On January 17, 1946, following the close of Gulfstream, Hialeah race course will commence what likewise promises to be its best season in many years. At the conclusion of the Hialeah meeting, Tropical Park will take over and, by all indications at this advance date, should also break all past records for attendance and pari-mutuel betting.

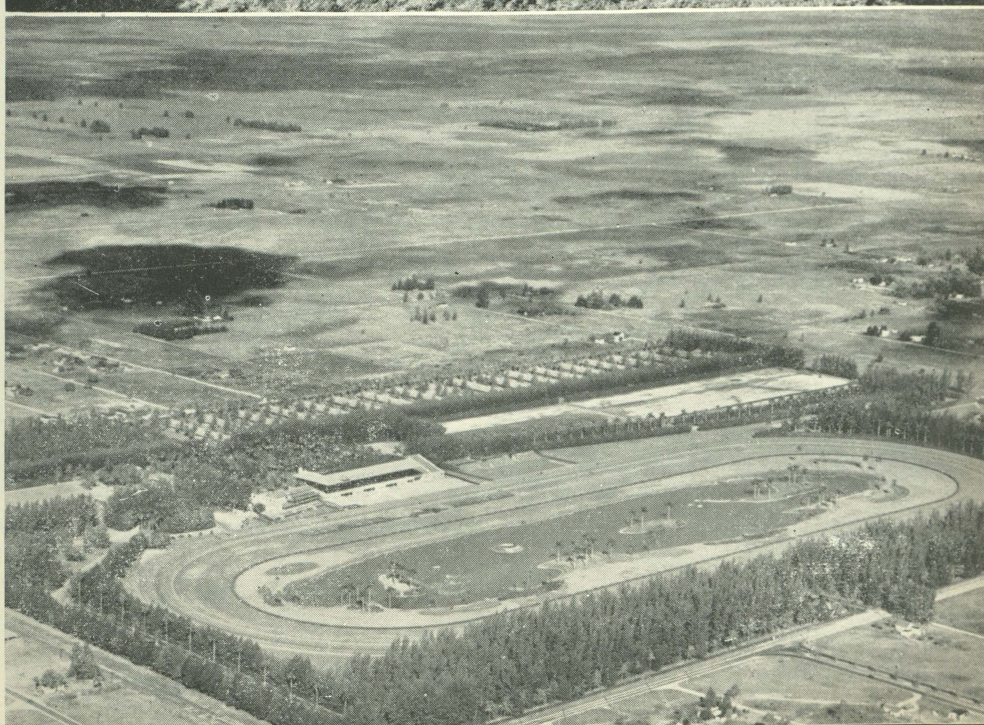
The Florida State Racing Commission is charged with the duty of carrying out the various provisions of the racing laws and the laws pertaining to the operation of jai alai frontons in Florida.

In connection with these functions the commission maintains a laboratory at Miami for the purpose of analyzing samples of saliva and urine in order that any effort to stimulate unlawfully the animals participating in racing may be detected. Out of the thousands of samples which are thus analyzed each year a very few show a positive reaction. This fact alone speaks well for the hundreds of horse owners and dog owners who are operating in this State. Any violation of the commission rules which forbid the stimulation of an animal are strictly dealt with and after a hearing, at which the owner may appear, those who are found guilty of such practices are barred from Florida racing.

With millions of dollars being handled daily at the Florida tracks it is necessary for the commission to employ a large staff of auditors to assist the tracks in making sure that the proper items are deducted from the total amount wagered and the balance distributed to the public who make such wagers. Those who have not had the opportunity of going behind the scenes at a busy race track have little idea of the activity on the







Views of Hialeah Park, Hialeah. Top, the "ponies" on exhibition; center, outriders leading the horses from the paddock; bottom, an aerial view of the famous track.



Starting horses at Gulfstream Park, Hallandale

part of both the track operator and the State which is necessary to insure the integrity of the parimutuel betting system. From the time of the close of betting at the beginning of a race until the race is over and the winning odds are posted thousands of dollars have to be accounted for and many mathematical operations take place. This is done promptly and with discretion by the cooperation of the auditors acting both for the track and for the State.

In addition to the auditing department of the commission its inspectors assist in handling the crowds and making sure that admission taxes are properly paid and accounted for. These employees of the commission also work in complete cooperation with the employees of the track and thousands of people are thus accommodated each day by the various activities.

As in all sporting events it is necessary to have arbiters who are familiar with the rules of the game and in their positions of steward at the horse tracks and judge at the dog tracks and jai alai fronton have to act quickly but with complete impartiality for the benefit of the participants, as well as the public. At each track the Racing Commission is represented by a steward or judge of its own selection who likewise works in cooperation with others having similar positions but selected by the various tracks. The responsibility of these men is great and we are fortunate that Florida has some of the outstanding horse track stewards and dog track judges in the Nation.

The Game of Dodging Death

Jai alai, or pelota as it is sometimes called, is a Spanish ball game popular in Cuba, Central and South America, and certain parts of the United States. It originated in the Basque country of Spain in the 17th century. The Biscayne fronton in Miami is the only place in the United States where jai alai is played. This mammoth structure, 200 feet square was built in 1925 at a cost of $750,000; it is regarded as the best indoor sports arena in the enture South.

Jai alai or "Hi Li," as the fans would say, is somewhat similar to handball and tennis. The Biscayne fronton court is 176 feet long, 55 feet wide, and 40 feet high. It

DATES — 1945-1946 SEASON

Horse Tracks (3)	*Dog Tracks (11)*			*Fronton (1)*
Activity	**Days**		**Dates**	
St. Petersburg Kennel Club, Inc.	90	November 17	through	March 4, 1946
West Flagler Kennel Club, Inc.	80	November 20	"	February 20, 1946
Gulfstream Park Racing Association	40	December 1	"	January 16, 1946
Jacksonville Kennel Club, Inc.	90	December 1	"	March 16, 1946
Broward County Kennel Club, Inc.	90	December 22	"	April 5, 1946
Fronton Exhibition Company	90	December 25	"	April 8, 1946
Sanford-Orlando Kennel Club, Inc.	90	December 31	"	April 13, 1946
Palm Beach Kennel Club, Inc.	90	January 3	"	April 17, 1946
Miami Beach Kennel Club, Inc.	80	January 9	"	April 11, 1946
Associated Out-door Clubs, Inc.	90	January 16	"	April 30, 1946
Hialeah Race Course, Inc.	40	January 17	"	March 4, 1946
Pensacola Kennel Club, Inc.	89	February 2	"	May 16, 1946
Biscayne Kennel Club, Inc.	80	February 28	"	May 31, 1946
Gables Racing Association, Inc.	40	March 5	"	April 19, 1946
Orange Park Kennel Club, Inc.	65	March 18	"	May 31, 1946

has three walls constructed of granite blocks and gunite, for no other material can stand the terrific bombardment of a jai alai ball traveling at the amazing rate of 150 feet per second.

Players wear a curved wicker basket called a "cesta" fastened to their right hand by a glove. Play is on when the first player runs to a certain mark on the court and throws the ball, called a "pelota," to the floor, catching it on the bound in the basket and striking it against the wall within the designated boundaries. It should then rebound to touch the floor within certain limits. The forward of the opposing side must then strike the ball with his basketed hand either while it is in the air, or on its first bound from the floor, and throw it against the front wall again.

This action continues until one side loses the point. Errors are committed by fumbling, juggling, or hitting out of bounds. If the ball falls or strikes outside the boundaries it is a fault to the credit of the opponent. The pelota may strike any of the three walls any number of times as long as it is returned to the front wall before it bounces on the floor for the second time.

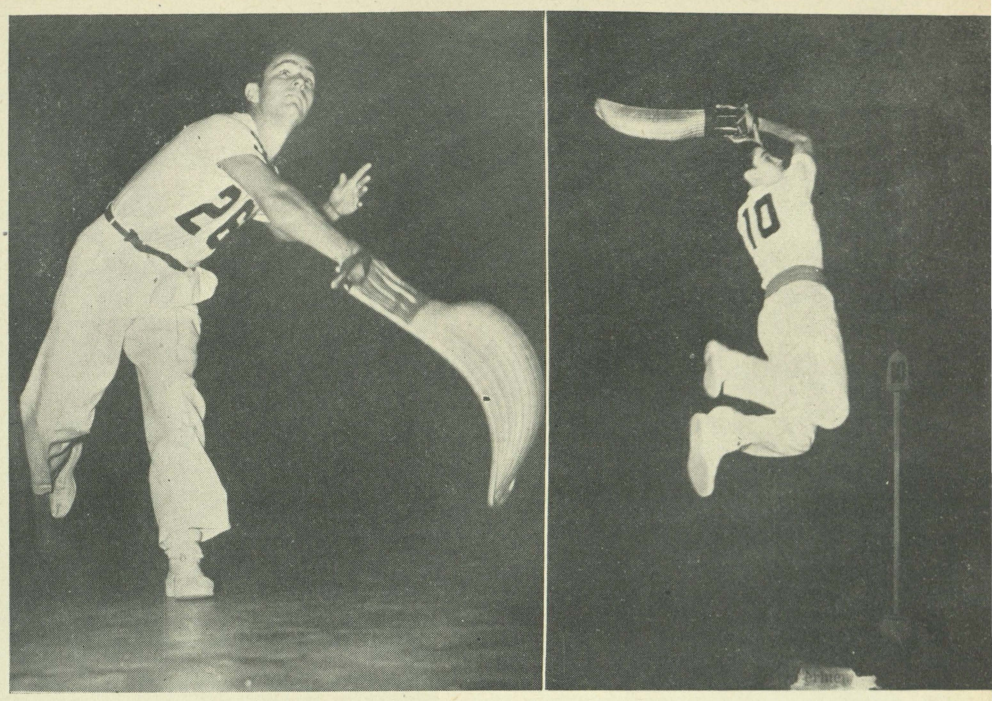
Often the players use "English" on the ball (as in billiards or baseball) which makes the pelota spin in the cesta when it is caught, making it very difficult to control and return. No hesitation of the return, throw or juggling of the ball is permitted. All decisions are made by a chief judge and three linemen.

After losing a point a player moves back to the end of a rotating field of six, seven or eight players. The game ends when one player has scored the required number of points—always one less than the number of players. Playoff for place and show may follow.

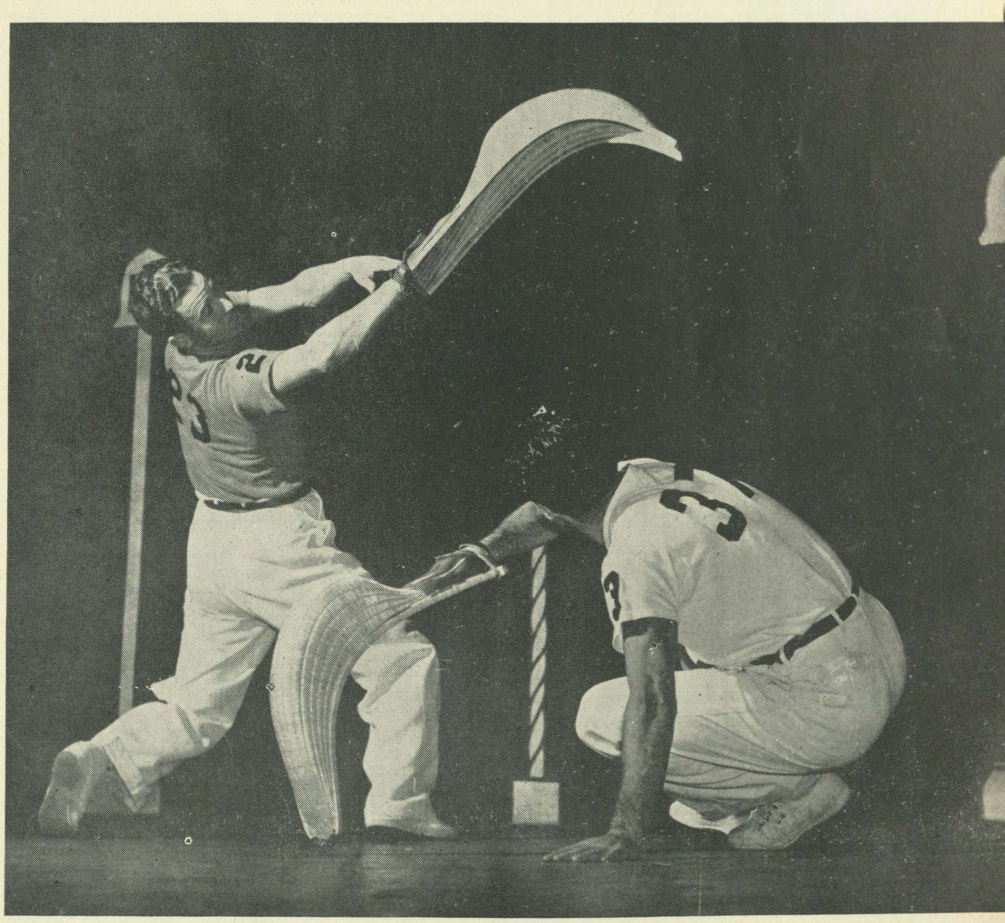
It's rather hard for one who has never witnessed this thrill-studded game to realize how dangerous it actually is; the danger element is attested by the constant presence of two doctors.

Nightly, except Sunday, nearly two score professional athletes, mostly Spaniards and Cubans, thrill thousands of Miami visitors to the accompaniment of legalized pari-mutuels, quinielas, and daily doubles under supervision of the Florida State Racing Commission.

It is claimed for this game that it requires a better eye, more speed, activity, and surer control over every muscle than any other sport. No words can do justice to the Game of Dodging Death; it must be seen to be appreciated.

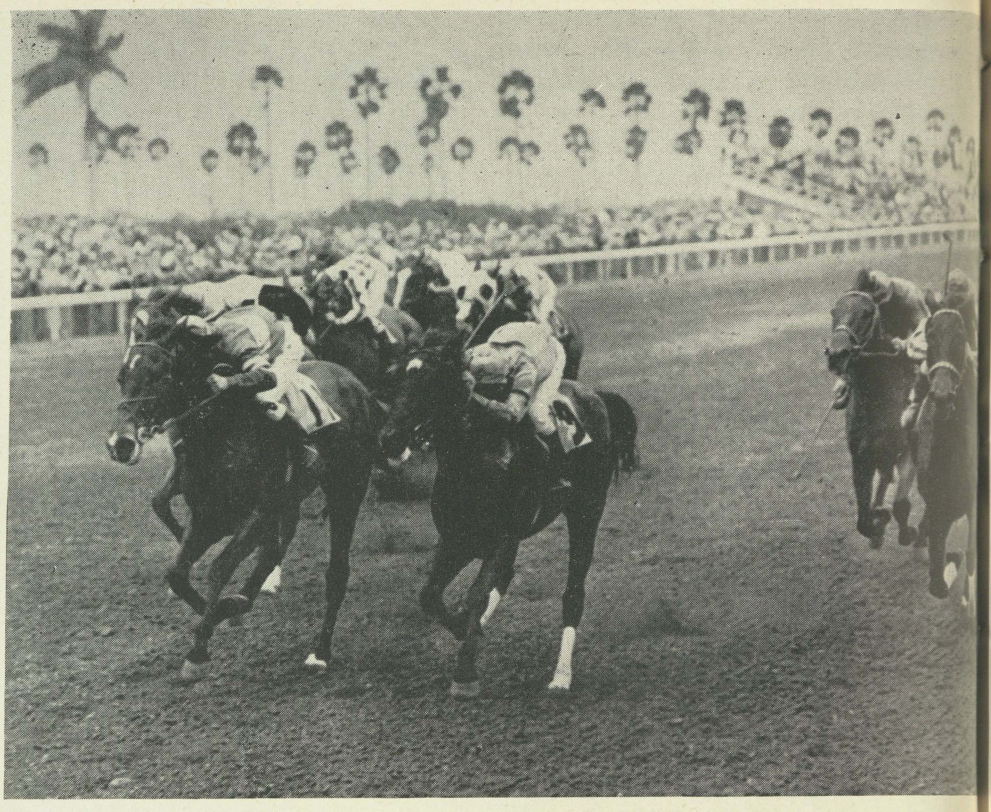


Jai alai players in action



Jai alai game

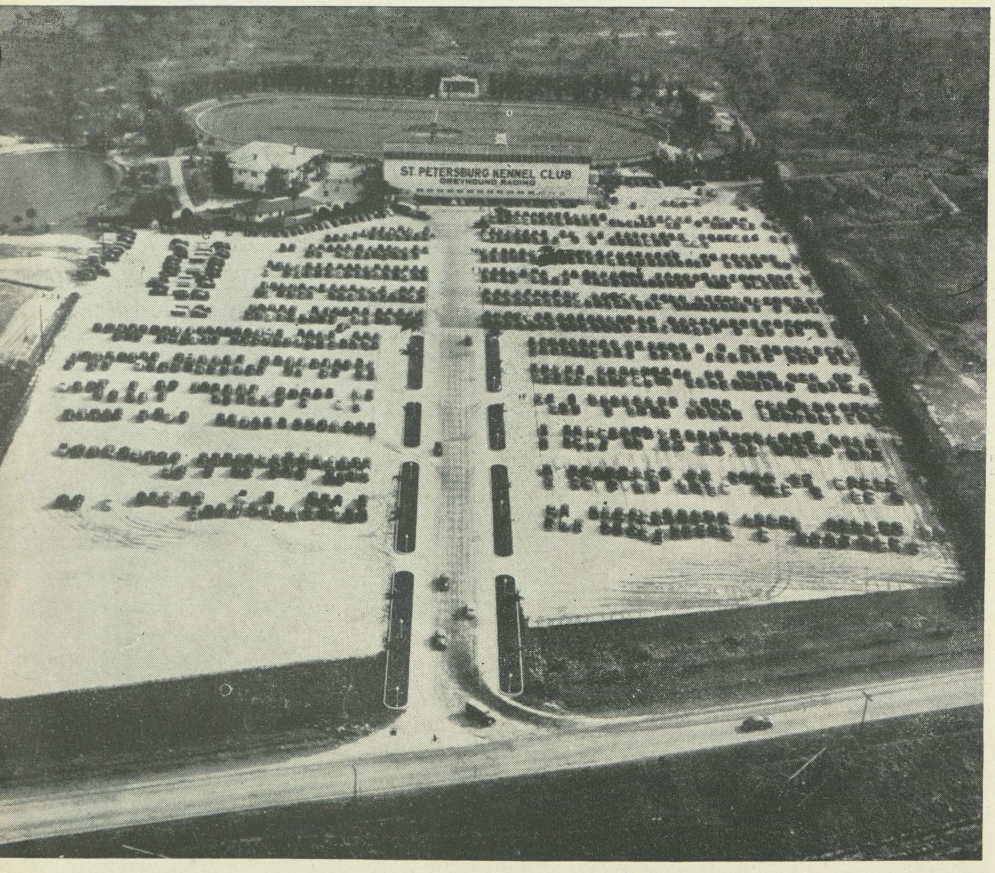
Record Track Season Opens



Through the stretch at Tropical Park, Miami

ALL OPENING DAY records were shattered when Florida's longest horse racing season—120 days—opened December 1 at Gulfstream Park. The crowd of 20,216 racing enthusiasts poured $805,866 through the pari-mutuel windows of which the State received $64,000 in revenue—more than $40,000 for old age assistance.

Unusual things happened on opening day to usher in the State's first peacetime racing season in five years. A woman lost her husband, a man lost a station wagon and a showgirl won four long-shot bets in a row on entries she picked because she thought the names were cute—Our Boss, Miss Fluff, Gay Moonbeam and Mr. Jeep.



Aerial view of St. Petersburg Kennel Club, oldest dog track in world, showing crowded parking lot at matinee program and entrance to track from Gandy Boulevard, U. S. 41 and State Highway 5, main route into St. Petersburg.

Lifting of wartime bans helped swell the crowds, since visitors to the tracks had plenty of gasoline and did not worry about OPA checkers.

Experts predicted that other records will fall as the two other horse tracks open at later dates. Gulfstream Park Racing Association had its first race on December 1 which was attended by the largest crowd in the track's history which wagered over $850,000.00. Hialeah Race Course will get going January 17. The Gulfstream and Gables tracks will not have split seasons and Hialeah will operate straight through from January 17 to March 4.

Dog racing meanwhile had gotten underway November 17 at the St. Petersburg Kennel Club, Inc., and the jai alai fronton started December 25. Pensacola Kennel Club, Inc., will open for its first season in Pensacola on February 2. The Orange Park Kennel Club, Inc., which has not been in operation for quite a few years will reopen on March 18 for a sixty-five day season. This track is located

between Jacksonville and Green Cove Springs. All of the other eleven dog tracks in the State will be underway not later than January 17 with the exception of Biscayne Kennel Club, Inc., which will start on February 28.

Never before have so many thoroughbreds been assembled at the three horse courses in Florida. A recent count revealed that there were 2,500 horses, a number heretofore unheard of at a winter racing center. At Gulfstream 615 horses were stabled and three tents were pitched on the grounds, in one of which feed is stored. Jockeys at Gulfstream numbered 90, including 27 apprentice boys.

Florida and its racing facilities lately came into prominence as a training ground, emphasized by recent Kentucky Derby winners. Fred W. Hooper's Hoop, Jr., and Calumet Farm's Pot o' Luck, both trained at Hialeah four months before the Derby, came in one-two at Churchill Downs. It was the fifth time in eight years that a Hialeah trained entry won the Derby. Trainers were discovering that the same climatic conditions which brought big league baseball teams to Florida, enables them to work their charges daily under Florida's sun. The Hialeah mile and an eighth track is considered by horsemen to be one of the safest in the country and the stable accommodations are model.

Gulfstream, Florida's newest track, where the new season was inaugurated, has been refurbished. Built in 1938 the track was involved in financial difficulties and for sometime remained closed. Reorganized under new ownership it has been turned into a track described by horsemen as ranking with the really fine tracks of the Nation. Many new mutuel windows were installed but the record opening-day crowd stood in long lines to place their bets. Stately royal palms and flowering shrubs have been placed to advantage and the outdoor walking ring and infield lake have been beautified.

Gables Racing Association, an



Views of Gulf Stream Park, Hallandale. Top, exercising the racers; center; track and grandstand; bottom, the track as viewed from grandstand.







old-timer in the field with Hialeah, will run from its opening March 5 through April 19. Many improvements have been made at the Gables track and the plant will be ready for a record-breaking season.

Dog races are conducted in Florida by Associated Outdoor Clubs, Tampa; Biscayne Kennel Club; Broward County Kennel Club; Jacksonville Kennel Club; Miami Beach Kennel Club; Palm Beach Kennel Club; Sanford - Orlando Kennel Club; West Flagler Kennel Club and St. Petersburg Kennel Club.

St. Petersburg's dog track, though not typical, may be regarded as the prototype of Florida's dog tracks. Oldest in the State, it is also said to be the world's oldest operating greyhound course.

The greyhounds have been running at St. Petersburg for 20 years and the track became of age this year as it swung into its 21st season.

Long known as the garden spot of greyhound racing, in its landscaped and flowered setting, with thousands of flowers and beautiful flame vines in bloom during the winter season, the St. Petersburg track has become the home of derby champions, hence its name —Derby Lane.

The St. Petersburg Derby is the oldest blue ribbon classic of greyhound racing in this country and the track's clubhouse is known as Derby Lane. The walls are lined with plaques bearing the names of the derby winners and a pictorial history of this historic race, which has been won by such immortals of the sport as Racing Ramp, Irish Grey, Bad Sally and Suwanee.

The first greyhound track in Florida was built at Hialeah, a Miami suburb, in the early 20's, at the start of Florida's real estate boom but later was abandoned. The St. Petersburg track opened shortly afterwards in 1925 and occupies its original location. This track is on State Highway 5, connecting Tampa with St. Petersburg.

Views of Tropical Park, Miami. Top, rear of grandstand; center, paddock scene; bottom, clubhouse in foreground as horses parade to post.



Speakers' table at Florida Trucking Association annual luncheon—Reading right to left, Hon. Ellwood C. Nance, president University of Tampa; Hon. Harry E. King, senator; Hon. Lloyd F. Boyle, senator; J. O. Cromwell, I. C. C. district director; Ted V. Rodger, president of ATA.; J. F. Smalley, president of FTA.; Quinn R. Barton, secretary and treasurer; C. A. Gertner, executive secretary; Frankie Masters, band leader; Phyllis Myles, featured singer of the Masters' band.

FTA Convenes In Tampa . . .

MEMBERS of Florida Truckers Association opened the eighth annual convention in Tampa November 29th by reelecting J. F. Smalley of Tampa, president and presenting a parade to the public which included new trailers being manufactured by the Tampa Shipbuilding Company.

In the parade, which was led by bands from Jefferson and Plant high schools, trucks from all of Florida's major industries participated. Interspersed by a 1904 Reo, an electric car and an ancient Buick from bygone traveling days, the very latest heavy equipment for transporting citrus, dairy products, bread, freight, and express and other commodities were shown.

On display for the first time to the general public were two types of trailers now being manufactured by Tampa Shipbuilding Com-

In addition to reelecting Smalley as president at the session, the organization also named directors and elected L. A. Raulerson of Jacksonville, as senior vice president; Quinn R. Barton of Jacksonville, as corporate secretary-treasurer, and C. A. Gertner of Jacksonville, executive secretary.

Executive business sessions were held by the following divisions of the organization—allied industries, contract carriers, exempt private carriers, household goods carriers, irregular route common carriers, local cartage, private carriers and regular route carriers.

The principal address of the convention was given at a luncheon in the Palm Room of the Tampa Terrace Hotel, convention headquarters, by Ted V. Rogers, president, ATA of Washington.

New directors named were: W. S. Paulk, Jacksonville; C. E. McCormick, Tampa; W. D. Ray, Orlando; Fred Sanford, DeFuniak Springs; James Morton, Waverly; R. R. Spencer, Miami; E. H. Freeman, Miami; Harry B. Forehand, Tampa; M. C. Lowe, Jacksonville; D. A. Layton, Orlando; Coite W. Hill, Orlando; John E. Morris, Tampa; C. D. Swinson, Miami; H. E. Price, Orlando; L. A. Johnson, Orlando; W. O. Stamps, Jr., Jacksonville; John Dame, Winter Haven; H. E. Murdock, Miami; J. O. Delcher, Jr., Jacksonville; and Frank Hunt, Tampa.

Officials of Florida Trucking Association—Left, Quinn R. Barton, secretary and treasurer; center, J. F. Smalley, president; right, C. A. Gertner, executive secretary.



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Home of the Black Bass

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WELAKA, FLORIDA

SANFORD - ORLANDO KENNEL CLUB

★

LONGWOOD, FLORIDA



An Interview with . . ATOM!

"You're an atom aren't you?"
"Yep, and you're Reddy Kilowatt!"
"How did you know that?"
"Simple, as you know my family is always being split up. On one of those bust ups we were separated, but you're a relative of mine."
"I understand that you have been all split up again and were visiting over in Japan."
"Yes, you might say that I dropped in on them."
"How was your reception?"
"Warm!"
"Now that the war is over, are you out of a job?"
"At the moment I'm unemployed, but I might get into some peacetime work but that will take time."
"Why don't you go to work right now helping me make life easier for the housekeeper?"
"Look how long it took to get into full-time work after Ben Franklin and you got together."
"Tell me about your work. I know the people I work for will be interested."
"Very simple. See all these little electrons buzzing around my protons?"
"Yes, they look pretty busy."
"They are and powerful too. One of them is so tough that he's trying out for the Notre Dame team."
"Which one is he?"
"The big one . . . his name is Atomwotski."
"Very interesting, but here's the big question. With all the work you atoms are planning to do for the world, when are you going to start?"
"What's the matter, scared you'll lose your job?"
"Sorta."
"Well, don't worry junior, it'll be a long time before we atoms will be able to do any serious competitive work. We can't buck your wages."
"How much do you charge?"
"In comparison to you Reddy, I don't care to discuss it, but to give you a rough idea, that job I did in Japan cost you and the rest of the taxpayers over three billion dollars."
"And here I am working for only a few cents a day!"
"You're a sucker."
"Oh, I'm doing alright, do you have any suggestions about my work for my customers?"
"Yep . . . . just keep up and atom!"

Since the cessation of hostilities and the removal of security bans, this exclusive interview can now be published!

FLORIDA POWER
CORPORATION

IT HAPPENED IN FLORIDA . . .

Julia Rehwinkel Holland

THE JACKSONVILLE police believe they have seen the smartest dog in the country. Shortly before midnight on December 2, a black and brown spotted hound trotted up and down Liberty Street between Union and Beaver, watching the autos speed by. Seeing the lights of police headquarters, he apparently decided this was the safest place to be, so he trotted up the steps and sat down. He was soon spied by Sergeant S. P. Howell, who found from the dog's tag he was from a small Georgia town and the owner, visiting friends in Jacksonville was soon located.

★ In Miami, the "Case of the Missing Room" was cleared up recently when the landlady of Mrs. Estella Trout, 90-year-old widow, read the story of how her roomer had become lost and spent the night as the city's guest in jail. It developed that Mrs. Trout is quite able to take care of herself financially and physically and had just forgotten the location of the room she had recently registered in. She declared "I've been coming down here every winter for 20 years" and "I don't need anyone watching out for me."

★ E. E. Fielding of Umatilla, killed a doe deer in the Ocala National Forest on the opening day of the hunting season and will not be prosecuted. The doe weighed 150 pounds and had a perfectly formed set of eight-point antlers. District Forest Ranger Jack Thurmond said "We will give immunity to any other hunter who kills a doe with such a set of horns."

★ Martin Bockstein, 23, evidently likes jails. It was revealed in Miami Beach municipal court that he had served more than 200 jail terms for vagrancy in cities in Texas, Arizona, New Jersey, and Florida.

★ The movie "Rhapsody in Blue," showing in Tampa, prompted the gift of a solid mahogany cedar-lined humidor filled with several hundred of the finest made Tampa cigars to the head of Warner Brothers Pictures, Inc. The movie, portraying the life of George Gershwin, showed that Gershwin was an enthusiastic cigar smoker and always smoked cigars while composing or rehearsing.

★ Taking in a homeless girl cost a Miami woman $500. Mrs. Ruth Baismore told Miami detectives she met a 21-year-old homeless girl and brought the waif home with her to be an overnight guest. Next morning Mrs. Baismore left the house to go to work. When she returned that afternoon, she discovered her guest had departed with clothing and miscellaneous articles valued at $500.

★ Dr. W. B. Moon, State senator from Citrus County, did some quick thinking recently when he was called from the back of his Crystal River drug store by clerks and told someone was moving his car. He gave chase, jumped on the running board and forced the thieves to run into a guy wire. The commotion attracted helpers from nearby and the two thieves were overpowered and place in jail. It was the second time Dr. Moon had apprehended thieves. Once before he caught two men in the act of robbing his drug store.

★ C. S. Johnson of Jacksonville thinks it is high time tire thieves quit picking on him. Within a period of a few months he has lost three tires and wheels. The climax came when he stayed overnight at a Tallahassee hotel early in December. He left his spare with a tire firm to be recapped in the afternoon and the next morning, when he started to get into his car in front of the hotel, found his front axle had been jacked up and left front wheel removed.

★ Miami's crib and nursery sector was combed by police after discovery of an attempted safecracking, laughably absurd but for the juvenile angle. Entrance into a second-floor office of the Calumet Building was made over a transom and inside doors gave access to seven other offices. A button of the type used on a child's play suit was found atop the transom and, on the floor in front of a massive, 2-door iron safe in one of the offices, lay a ten-cent store tack hammer and four or five toy drills. Safes in all offices bore evidence of hammering and attempted drilling, but none of the efforts were successful.

★ The first pint of strawberries for the 1945 season making their appearance in Wauchula was sold for $10.

★ A 31-year-old Miami mother of two children was sentenced in city court to 30 days for helping her 4-year-old daughter shoplift toys and other merchandise.

★ As many as nine Tampa veterans have obtained jobs in one week as a result of a weekly radio program, sponsored by three posts of the Veterans of Foreign Wars, in which ex-servicemen go on the air to describe their qualifications.

★ When told 13 days' leave without travel time would be approved as his ship reached Seattle, Wash., from the Pacific, Frank W. Bazzell knew this was not enough time for him to make the trip to and from Jacksonville to see his son, who would be lucky if living when his father arrived. He hopped a plane without leave, spent a weekend with two-year-old Junior, and then reported to authorities at the Jacksonville Naval Air Station, where he was given 10 days' emergency leave to spend with his family and told he had enough points for discharge and in all probability would not have to return to the west coast.

★ A Tampa war veteran and magician, Warren R. Hamilton, invents and manufactures many types of magic tricks. He says "The era of tent and medicine show magicians may be dead and gone, but the illusionist act in vaudeville and in the night clubs

(Continued on page 32)

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County Activities and Personalities...

THE CITRUS County jail was found to be in good condition during a routine inspection by the board of county commissioners recently. The board has appropriated money to have unsanitary plumbing repaired, broken window panes replaced, and clean bedding and blankets procured.

■ Lee County commissioners have received two written proposals for leasing the Page field airport. The board has taken the matter under consideration for final decision.

■ Electric lights are again burning on Gandy Bridge, linking Tampa with St. Petersburg. The lights on the Hillsborough side were out for a while awaiting installation of a new cable, Chairman Bell of the county commission announced.

■ Marion board of county commissioners has announced that they would adopt a resolution "deploring the decision of the jury," which recently in circuit court acquitted three persons on charges that they operated a lottery in that county. The resolution further called upon the sheriff of Marion County to clean up the Bolita and Cuba business in the county.

■ Hillsborough County airport in Temple Terrace, also known as the Henderson airport, will be declared surplus by the War Department and turned back to the county, according to an announcement made recently. The 3,000 acre airport will be operated by the newly created Hillsborough County Aviation Authority.

■ Dade County board of commissioners has taken under consideration a proposal to reduce the county's 114 precints to 92.

■ County Engineer Earl M. Rader has been instructed by Dade County commissioners to advertise for bids for the construction of the first runway in a proposed county-owned private airport south of Tamiami Trail.

■ Escambia County commissioners have approved a plan of Congressman Bob Sikes to have a portion of Santa Rosa Island revert to Escambia County ownership. Sikes is trying to reclaim the island for the county on charges that the Federal government has failed, as promised, to improve the island as a national park and monument.

■ Hillsborough County Commissioner Bullard has announced that financing of water conservation study in the northwestern part of the county has been worked out as a joint county, State and Federal project to cost $3,000.

■ Martin County commissioners are considering the request of W. A. Lippencott of Chicago, for the right-of-way for a proposed bridge to the ocean beach near Stuart.

■ Dade County has been overrun by trailers which are creating a zoning problem, the county commission has been informed by Cecil A. Turner, zoning director. Turner said that between 1,000 and 1,500 trailers are now squatting in residential and industrial areas.

■ Coconuts growing on county-owned Biscayne Bay are expected to produce between $10,000 and $12,000 additional revenue for the county this year. The board of commissioners has authorized a contract with a canning manufacturer who will purchase the coconuts at five cents each.

■ Sarasota County board of commissioners has appointed the Tampa law firm of Johnson, Reeves and Allen to defend the interests of the county in the claim of R. E. Crummer and Company.

■ Lee County board of commissioners has voted to advertise for the purchase of a pump-equipped truck to be used for fire fighting beyond the city limits of Fort Myers.

■ Edmund Friedman, former Dade County engineer, has announced that he will not seek his old position since leaving military service. It is reported that he would go into business as a consulting engineer.

■ The Palm Beach County commission has taken up the subject of making necessary repairs to and shifting offices in the courthouse. The commission heard from Sheriff John Kirk that the State prison inspector has recommended painting of the inside of the county jail, together with the necessary plumbing work.

■ A new fender will be built on Santa Rosa Sound bridge, according to a decision by the Escambia County board of commissioners. The bid of F. Rust Smith, being the lowest, was accepted.

■ The Palm Beach County commission has received a request from the Lantana Flying Service, Inc., for a lease on a lot west of the present operations building at the county airport. The company desires to be considered flight operators and proposes to build a hangar on the leased lot.

■ The Tampa area was given 14 days in which to make a proposal to the United States Maritime Commission for McCloskey & Co. shipyard. Both Mayor Hixon and Chairman Ball of the county commission were advised by Admiral E. S. Land, chairman of the Maritime Commission, of the action in offering the shipyard for sale.

■ Consideration is being given by the Palm Beach County commission to a request by Anne Bronaugh, superintendent of the county children's home, for a salary increase. She has served in the post for 19 years.

■ Brevard County sent three representatives to West Palm Beach to attend the hearing on the Florida East Coast Railroad case. Those representing Brevard County were Roy F. Roberts, L. M. Carpenter and W. C. Klingensmith of the county commission.

■ An unofficial application has been made to the Broward County commission for use of the old county courthouse by the city of Ft. Lauderdale for offices when the present city hall building is taken over by private purchasers.

■ An invitation has been extended to the members of the Palm Beach County commission by the Okee-

(Continued on page 34)

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FLORIDA FOURTH ESTATE

Luxury Tax Battle

IT IS A considerable time until the legislature's meeting in 1947, yet indications even now suggest that there will be a hard fought battle over taxes, especially so-called "luxury taxes" enacted to carry the State treasury over the early post-war period.

One will remember the battle fought in the legislature last summer—and in 1943, for that matter—over the cigarette tax; and the urging by Governor Caldwell that this tax be retained, even increased, together with a heavier tax on alcoholic beverages, including wines and beer. The governor had his way, and from these taxes, and others, the State is to have new buildings under an $11,000,000 building program, at various of its institutions for the unfortunate, in its school plants, and by enlargement of the Capitol building that is needed, and the setting up of a "Capitol Center" in Tallahassee to lend beauty and dignity to the—at present—rather unattractive environs of the statehouse.

Governor Caldwell believes now, as he did when campaigning for the office he holds, that Florida is sufficiently well off to adequately care for its unfortunates, to provide proper educational facilities, and to give proper educational facilities, and to give dignity to its Capitol. We agree with him. And we agree also that he has been consistent in his demand for the means to make provision for the things he told the people were needed, when he was a candidate, and that he has the right to believe they agreed with him—for they did elect him by a very considerable majority of the votes cast. That does not mean, though, that it is necessary that we back-track from our belief, frequently expressed, that his program called for more money than is necessary at this time. However, the state of the State's treasury at the close of the fiscal year next June 30 will be the best proof—or disproof—of that belief.

Recently, the governor, in a public address, touched upon the possibility that the next legislature will be the scene of attack on some taxes now levied. He indicated he has nothing to withdraw from. Said he:

It happens that I believe that Florida is a great and wealthy State, well able to afford modern facilities and humane treatment for those in its custody and care. I do not belong to the school of thought which holds that we can accomplish these things without spending money and I have little patience with those who clamor in one breath for prison reform and in another oppose the taxes necessary for an improvement program.

So far as I am concerned, let those who howl about the tax on their liquor, their beer, their cigarettes, and their gambling be assured that this State is determined to put first things first and that it believes that human welfare possesses more value than do the few cents levied against the luxuries referred to.—Bradenton Herald.

State Tax Committee

GOVERNOR CALDWELL has made good on his promise to have something done about what he calls Florida's "patchwork" tax system before the 1947 legislature gets together. Characteristically what he is doing is to turn the problem over to a group of citizens, some of whose tax views he says are not known to him, and let them work it out for themselves, with a view to making recommendations to the next legislature.

Nobody can question the appropriateness of Mr. Caldwell's word "patchwork." For example, in yesterday's Journal Allen Morris told of the avidity with which State Welfare Commissioner Hiatt reads the racing news, to learn how much money is going to be available from racing taxes for the State's old folks. And the last few legislatures have done nothing but add more patches. Perhaps the new group can come up with something that is all of a piece.—Jacksonville Journal.

They Can Make History

NEVER DID a group of men have an opportunity to do more for their State than Gov. Caldwell's new committee to study taxes and resolve our revenue patchwork into a systematic, symmetrical and scientific tax program.

Many of the revenue measures suggested by the governor at the recent legislative session were admittedly stop-gaps until tax research should find a remedy for the long-standing and accumulating defects in our present code.

The faults that disfigure Florida's tax system, however, are not unique but apply more or less not only to all other States but also to the tax measures of the Federal government which is also a hodgepodge of emergency devices to up the public income.

Florida can well become the first State to establish a modern and dependable method of developing revenue, free of the blemishes and transgressions of sound taxation principles that now make the whole business unsatisfactory and even absurd.

The membership of this committee not only covers the State well geographically, which is a secondary consideration, but also includes men engaged in a wide variety of enterprises and of standing in their communities.

If they work out a program that recognizes and embraces the science of taxa- **(Continued on page 35)**

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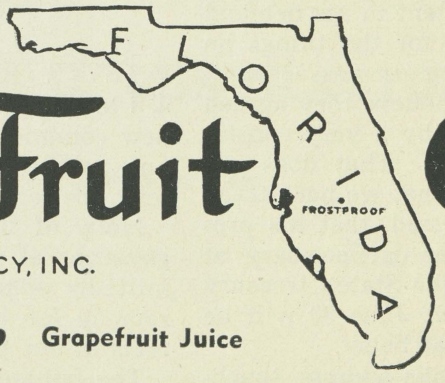
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TWO FLORIDA "FIRSTS"

In the news of the past few days, Florida stands out as first among all the States in two important particulars.

A survey of the magazine Advertising and Selling brings the pleasing information that Florida has a larger State appropriation for advertising than any other State. The appropriation by the 1945 legislature of $500,000 a year or $1,000,000 for the ensuing two years tops all other State funds for advertising purposes. Nearest to Florida's are Michigan's $250,000, New York's $150,000, Pennsylvania's $140,000. California? That State has no appropriation, but the All-Year Club of Southern California has raised $150,000 to be spent the coming year. Kentucky has pending an appropriation of $300,000, but that has not been passed by the legislature. In addition to the State appropriation, Florida has in its advertising pot this year a number of local and organization funds, making available altogether more than $600,000 to be spent in 1946 in proclaiming its attractions and advantages to the world—its invitation to new residents, new industries and transient visitors.

This is "first place" to which the entire State may point with pride and gratification.

The other "first" is not so important or valuable, but it is helpful. Senator Thomas of Oklahoma, stated in Miami a few days ago that Florida will receive more non-military War Department funds in 1946 than any other State. These consist mainly of river and harbor projects. "The reason is obvious," said the senator. "It's simply because Florida has such a long coastline and needs Federal funds for deepening channels and making other port improvements."

Senator Thomas knows whereof he speaks because he is chairman of the senate subcommittee on appropriations, which passes upon all appropriations for the War Department. These projects will call for a vast amount of public work in the State, besides greatly improving Florida's facilities for water commerce.

Incidentally, the senator's listed appropriations for Florida do not include any money for the proposed barge canal. He says this project will not come up for further consideration until 1947—and in that too, we believe, Senator Thomas knows what he is talking about.—Tampa Tribune.

BALLARD APPOINTED HOTEL COMMISSIONER

On December 20, 1945, Governor Millard Caldwell, appointed J. Lee Ballard, St. Petersburg, as State Hotel Commissioner, to fill a vacancy that has existed since Thos. A. Johnson resigned last April.

Mr. Ballard owns and operates the Ballard Hotel in St. Petersburg. He was a former deputy hotel commissioner during the Holland administration, until he received a leave of absence to enter the military service. He recently was discharged from the Army Air Corps, where he held the rank of Maritime Master in the air-sea rescue squadron.

Ballard is a native of Tampa, he attended the University of Florida, and the University of Pittsburgh, and has for a number of years been very active in hotel circles.

Since Mr. Johnson resigned as State Hotel Commissioner, George H. Clements has been acting hotel commissioner.

NEW PHOSPHATE PLANT PLANNED FOR CENTRAL FLORIDA

A new phosphate plant for central Florida involving an initial construction cost of $2 million will be established by Victor Chemical Works, one of the Nation's largest producers of elemental phosphorus, Walter B. Brown, executive vice president of the concern announced.

The company is acquiring tidewater property near "the richest phosphate rock fields in the Nation," Brown said, and construction of an electrically controlled and operated furnace plant will be started as quickly as materials are available.

Exact location of the property was withheld pending consummation of the real estate transactions.

While the initial outlay will be $2 million, Brown said long range plans call for a quadrupling of the plant's capacity as markets for elemental phosphorus products increase. The first of the electric furnace units will be one of the largest ever constructed, and the plant, when completed, will be the outstanding electro-chemical operation of the industry, he added.

The new plant will supply additional phosphorus in tank cars to other Victor plants at Mount Pleasant, Tenn., and Chicago Heights, Ill. Mount Pleasant is the center of the second ranking phosphate rock producing area in the United States.

"The phosphate rock fields in Florida currently produce 80 percent of the rock mined in the United States," Brown said. "The rock is of a higher grade than that available in Tennessee and Idaho and permits a greater yield of phosphorus per kilowatt of power used in the process. The supply of rock in the Florida fields will last 440 years, geogolists estimate."

Brown said the new unit would use steam power produced by "a private public utility serving a large section of Florida." He also declared the plant would contribute to the State's need for furnace slag for road surfacing and concrete aggregate, most of which is now shipped from the Birmingham steel producing area.

SUGARLAND HONORS FOUNDER

Clarence R. Bitting, president of United States Sugar Corporation, announced that the name of Azucar plantation has been changed to Bryant in memory of F. Edward Bryant, vice president of the company and "father" of the sugar industry in south Florida, who died Dec. 6 of a heart attack.

He also reported that a petition signed by company employes to change the postoffice name from Azucar to Bryant, was sent to Congressman Dwight Rogers, who has promised to work out the change with the postmaster general's office. The postoffice serves more than 2,000 persons on the plantation, which is located at South Bay.

The company is having a bronze plaque cast which will be placed in Bryant Park opposite the postoffice at unveiling ceremonies to be announced later. The plaque will read:

"Here in 1921 Mr. Bryant established Azucar and began the development of sugar production in the Everglades, remaining active in the development of the area throughout the years. His foresight and courage, vision and fortitude, were largely responsible for the successful development of the upper 'Glades. His qualities as a leader and humanitarian will always be remembered by those who knew him. As an inspiration for those who follow, the name was changed to Bryant."

Bryant who was 73 years old, became seriously interested in raising sugar in the Everglades during the World War I sugar shortage. He succeeded in having the U. S. Department of Agriculture establish a sugar cane breeding station at Canal Point. He organized the Florida Sugar and Food Products Co., and in 1921 built the first sugar house in the Everglades on the site of the present eastern division office of the United States Sugar Corporation. He was superintendent of the division until his death.

In addition to pioneering in sugar development, Bryant was the first to experiment with raising ramie in the Everglades, where it is now being grown by the United States Sugar Corporation, and other companies for commercial production.

He was one of the early developers of Lake Worth, beginning in 1912, and was continuously identified with the growth of the Everglades. His work in promoting the welfare of his negro laborers at Azucar was notable, and he was instrumental in having the Julius Rosenwald Foundation establish a school for negroes there.

Closely-set eyes can be made to appear farther apart by using shadow a bit more heavily toward the outer corners of the lids.

Purple Heart awards were presented to 118 Wyoming men in World War II.

VISITORS CAN SEE SUGAR HOUSE

For the first time since Pearl Harbor, visitors may tour the sugar house of the United States Sugar Corporation, largest in this country, and see their month's supply of sugar being manufactured from the current harvest, which will provide that amount for every person in the United States.

President Clarence R. Bitting said that especially trained guides will leave the main entrance of the sugar house with visitor groups every hour on the hour from 8 a. m. to 5 p. m. They will see the cut cane arriving at the sugar house in trains and follow its progress through the giant grinding mills and subsequent processes to the bagging of the finished golden brown raw sugar.

The sugar house was closed to visitors during the war by request of the Federal government. Prior to the war, it was one of the most popular attractions in the State, drawing more than 30,000 visitors during the harvest season.

The United States Sugar Corporation is the largest single cane producer on the continent. Approximately 30,000 acres of sugar cane will be ground this season and, in addition to raw sugar, the crop will provide upwards of five million gallons of blackstrap molasses. The crop is expected to be the largest since the start of war.

PRISON LAWYER

Al House, the most notorious of the prisoners in the State penitentiary at Raiford, bobs up in the news with unfailing regularity, and usually in an exceptionally unique manner.

He is currently in the news because he has been placed in solitary confinement for allegedly using his legal knowledge to prepare papers of appeal for fellow prisoners.

House has been imprisoned at Raiford 20 years. He was sent up from Tampa for a series of burglaries and hold-ups. This is not his first experience in solitary confinement. Once he almost made his get-away, shooting a prison superintendent in making the attempt. Unable to shoot his way out, he has sought for many years to argue his way out. He has spent a great deal of time studying law since he was committed to Raiford, and is reputed to be a clever though limited practitioner, having prepared several appeals in his behalf.

The lawyer who has appealed to Governor Caldwell to have House taken out of solitary confinement is charging that such confinement "is reprehensible and not to be tolerated in the prison system of Florida."

The present issue raised by House's attorney is not one for the public to decide, but House's record is such that the public is not likely to shed copious tears over his predicament. It seems most unlikely that he would be singled out for persecution without provocation.—Lakeland Ledger.

Governor Caldwell, who as a congressman may have supported President Roosevelt on much of his New Deal legislation, certainly is no 100 percenter. He is recently quoted by Allan Morris as saying, "I have no patience with the efforts of President Roosevelt to defeat Senators George, Smith and Gillette, and I certainly have no intention of in any way interfering with any race in this State." The governor was speaking of reported "purge" of three Florida State senators.—Sanford Herald.

In 1885 Lady Amelia Murry, a maid of honor to Queen Victoria came into Florida and down the St. Johns river to study the Florida contributions toward progress and in particular to study the rights and wrongs of slavery. . . . She was not pleased with the "bare and dilapidated" St. Augustine and decided to set out on the 70 mile trip to Silver Springs. This trip she made in a mail carriage. . . . "If I had known," she said, "that we would not arrive till after midnight, with one man driving four horses through a pine-barren which harbors wolves, bears and panthers, my courage would have failed me."

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UMATILLA, FLORIDA

Brilliant Program Promised For ARBA Annual Convention

A brilliant array of authorities on design, construction and maintenance of highways and airports will address the forty-third annual convention of the American Road Builders' Association at the Stevens Hotel, Chicago, January 14-17, James J. Skelly, president, announced. Major General Philip B. Fleming, administrator, Federal Works Agency heads a notable list of representatives of congress, government agencies, State associations, engineering colleges, highway departments of States, municipalities and counties and others who will make addresses, lead discussions or offer reports.

Hon. J. W. Robinson (Utah) chairman of the house roads committee, and Hon. Jennings Randolph (W. Va.) a leader in airport legislation, will be among the congressional figures. Herman A. MacDonald, Boston, president of the American Association of State Highway Officials and Massachusetts commissioner of public works, will speak on the cooperative participation of State, county and urban agencies in administering the Federal-aid highway act.

Other well known speakers include Commissioner George H. Field, Bureau of Community Facilities, FWA; Lieutenant General Raymond A. Wheeler, chief of engineers, United States Army; H. A. Radzikowski, chief of the division of maintenance, Public Roads Administration; J. T. Callaway, assistant to the vice president, Goodyear Tire & Rubber Company and Spencer Miller, Jr., New Jersey's State highway commissioner. Mr. Miller's address will have to do with highway safety.

The airport division of ARBA which is concerned with the design, construction and maintenance of airports, will have important sessions headed by Col. E. R. Needles, distinguished consulting engineer, William E. Cullinan, director of the New York Bureau of Aviation, Aubrey Keif of the Texas Company's department of aviation sales, and Thomas Pringle, office of the Chief of Engineers, War Department, Washington, D. C., Mr. Skelly said.

Technical subjects will occupy a prominent place on the convention program. There are twenty committees covering such phases as soil compaction, express highways, grade separations, alignments, grade and right-of-way and many others. Such experts as Prof. G. P. Tschebotarioff of Princeton; Ben H. Petty of Purdue; Earl F. Bennett, principal soils engineer of the State of New York; O. J. Porter, research engineer, California State Highway Department; W. F. Aid, chairman, Cleveland Transit System, and others will lead the discussions.

The annual Pan-American Award of the association for outstanding service to highways will be given at the annual banquet, Wednesday evening, January 16, to Thomas H. MacDonald, U. S. Commissioner of Public Roads, and Sr. Montes de Oca, president of the Automobile Club of Mexico. He is a former minister of finance, president of the Bank Internationale of Mexico and a former president of ARBA's Pan-American division.

Even if your hobby was horn collecting and I had something unusual, I wouldn't feel flattered if the home town paper announced it with this heading, as was the case in Texas: "Local Man Has Longest Horns in All Texas." That recalls a line I once saw, to wit: "Thugs Eat Then Rob Proprietor." If I were invited to make a talk, say on the subject of insects, it wouldn't help any to tell the public: "Night School to Hear Pest Talk."

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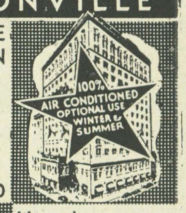
Much of the area of Grand Teton National Park, which is 27 miles long and from three to nine miles wide, is above timber line. Only the eastern border of the park is accessible to automobile traffic.

When G.I.s escorting a pack train through Tibet, discussed Europe, the natives asked "What's Europe?" Sometimes we wonder.—Detroit News.

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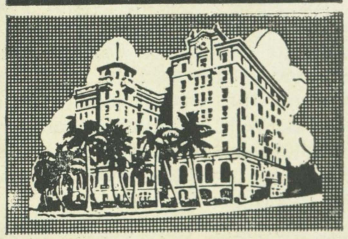
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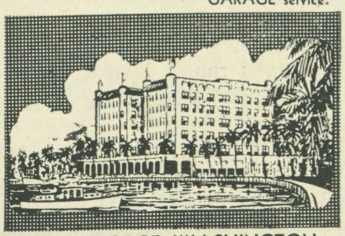


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GARAGE service.

★ Reasonable Rates Posted in Every Room

ROBERT KLOEPPEL MANAGEMENT

IT HAPPENED IN FLORIDA

(Continued from page 23)

is going to be outstandingly popular for a long time."

★ Major Robert B. Caterson, home in Miami from the wars, has brought with him mementos depicting the many changes that have taken place in Germany and Austria. His dolls, damask linens, old coin collection dating back to 1700, Bavarian china, paintings and rare, artistic pictures in inlaid wood, miniature carved furniture reflect the hopes and lives of a diligent, thrifty, imaginative, ingenious, inventive people. It is hard to believe that these people are the same as seen in his photograph collection, which shows the calculated savagery and brutality of Dachua.

★ The Andrew Jackson high school Veterans' Club, Jacksonville, hopes to persuade students whose education was interrupted by the war to return to high school.

★ Three honeymoon couples, whose vacations threatened to bog down at Miami Beach, found little time to rest after a whirl of gaiety had been rounded up by the servicemen's hospitality committee. The bridegrooms were veterans with long overseas records.

★ A veteran B-17 pilot and his bride of a month lost nearly all their housekeeping possessions when a thief broke into their car parked in front of the Edgewater Hotel in Tampa. Missing were gun and camera, $800 in clothing, and $1,600 in war bonds.

★ Mrs. Laurence Jackson of Orlando, who lived all her life in Auckland, New Zealand until she married Lieutenant Jackson of the Marines, says everyone has been so kind that adjusting herself to the American way of life, even cooking "hush puppies," has been easy. But there are two things to which she can't become accustomed. She said "I can't learn to drive on the wrong side of the road and as yet I haven't had courage enough to board a city bus. At home we always pay the driver. Those little coin machines frighten me."

★ A marriage that began eight years ago in Harmony, Minn., rapidly developed into discord and has wound up in a divorce suit in Miami.

★ Christmas, Florida, must have set many records during the hundred years or more since it was settled, but here is a record many larger towns would like to have: Mrs. Juanita S. Tucker expresses it this way "I have been the postmaster here for 13 years, and in all that time I haven't met one single horrid person, not even a grouch or a sour-puss. Because, you see such persons would not be sending mail through the Christmas post office. I've never found anyone with any regard for Christmas who was not nice."

★ A little red hen laid for her Jacksonville owner an egg nearly twice average size and larger than the average turkey egg. The egg measured 5½ inches long and 7½ inches in circumference and weighed a quarter of a pound.

★ Alfred Englemann, who operates in Avon Park the Englemann Poultry Farm, one of the biggest hatcheries in the South, figures he has shipped a total of 2,500,000 baby chickens to Latin American countries by plane since he pioneered distribution of chickens by air 13 years ago.

★ A noted engineer, Charles R. Short working quietly in the little city of Clermont, has developed a workable machine to strip the steel-strong silky fiber from the ramie plant. The ma-

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TOMATO AND BEAN CANNERS "TWIN OAKS" AND "OAK HILL" BRANDS

OKEECHOBEE, FLORIDA

chine is an unpretentious piece of farm equipment about half as big as a jeep and its commercial manufacture should be underway very soon.

★ In a recent Jacksonville Junior Chamber of Commerce membership campaign, the captain of the losing team each week had to take care of "Betty Jean," a white duck, for the following week.

★ A section near Miami is the only place in the United States where the chayotes (pronounced "shy-oat-ies) are grown. This vegetable is sometimes called a one-seeded squash and was brought to Florida from the Yucatan peninsula where it forms a staple article of food for the descendants of the ancient Maya civilization.

★ M. F. Jones of Tampa, who has been sightless since 1931, has completed, with very little help, three rooms and partially completed the other rooms of a nine-room home for his blind wife and himself.

★ The hobby collection of pipes and inkwells, owned by Mr. and Mrs. John N. Bliss of St. Petersburg, includes the Arabic N'Arguile water pipe, the American stone age pipe, a hand painted antique aquamarine crystal ink well, a heavy French crystal well (beautifully etched by hand) and the unusual Majolica well.

★ The hobby of Mrs. Marion Tholl of Tampa now pays dividends. A popular Florida exhibit at the World's Fair was a "handle-over-the-top" jug, designed by Mrs. Tholl's late husband, and filled with orange blossom honey. After Mr. Tholl's death, Mrs. Tholl was faced with the problem of bringing up four husky youngster, so she engaged a pottery maker to make the jugs, had little tags made with features of the University of Tampa domes, named the product, and today her marmalade and honey is enjoyed all over the world.

★ Mrs. Anna M. Genter was recently showing an unusual sweet potato from her Tallahassee garden. The potato, of Puerto Rican variety weighed 5¾ pounds and resembled a small setting dog.

★ History, legend and the cannon and relics discovered on Elliott Key indicate there is buried treasure in the keys just south of Miami. Now that the war is over, at least two groups of treasure hunters are gathering up-to-date equipment and planning treasure hunting expeditions from Miami.

★ Mihkel Kovamees and the Kou Walter family sailed into Miami Beach one day not so long ago from Sweden having made the five-months 7,000 mile trip on a 47-foot, 15-tonner, with no auxiliary power.

★ A certain Jacksonville matron talked too much on a bus one day. As a girl got off the bus, she remarked to a girl seated in front of her "I think it's just awful for any girl to get the

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Florida Pulp & Paper Company
Pensacola, Florida

color that she is. Just look at her legs, they look terrible." "Listen, lady," replied the other girl, "if you had been over in the Pacific for as long as she has you'd probably look a lot worse. And for your information, all of the service people in climates like that take atabrine, a medicine to prevent malaria that gives the skin a yellow look." The other bus passengers applauded.

★ A jammed automobile throttle shot an automobile across a city street in dense traffic and landed three persons in a Miami hospital one day last month. As an anti-climax, a driver, who had been watching the wild ride, rammed his car into the rear end of a car ahead of him, and was charged with reckless driving.

★ Two of the three needles swallowed for the price of a safety pin by a Tampa junior high school instructor when a child of ten have been discovered, one in her thigh and one in her right foot. Appearing as the "Wild Woman of Borneo," one of her would-be admirers, who had paid the admission price of a safety pin, complained, "The kids across the street have a sword swallower." So to become a heroine, she swallowed three embroidery needles.

COUNTY ACTIVITIES

(Continued from page 25)

chobee County commission to attend the joint meeting with representatives of those counties and Martin County on the subject of the Bee-Line Highway. Commissioner A. A. Poston represented Palm Beach at the meeting.

■ About 100 miles of road in Brevard County will be constructed in 1946 according to acknowledgment by Chairman A. Fortenberry of the county commission. Work on the roads during the last four years has been delayed because of lack of material, machinery and labor. The new highways, known as secondary Federal aid feeder system roads, will be constructed by the use of Federal funds supplemented by State Road Department money.

■ A Florida delegation in congress is being asked by the Duval County commissioners to support the enactment into law of a bill which will permit communities to collect taxes on lands which are sold by the Federal government, although the government retains title to the property.

■ St. Johns County commissioners have offered a reward of $25 for information leading to the arrest and conviction of any person or persons guilty of dumping trash along the county roads, thus creating an unsanitary and unsightly condition.

■ Steps have been taken in Washington to secure funds for a post-war housing project including 250 units for

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low-income negro families in West Palm Beach County. The county commissioners have taken official notice of the action.

■ The sum of $10,752.00 has been received from the Housing Authority of the city of Pensacola by the Escambia County board of commissioners. The payment is figured on a percentage basis of the sheltered rent and is voluntarily paid in lieu of taxes.

■ Fifty new homes are to be constructed in a subdivision on Jacksonville southside, according to a plan brought before and approved by the Duval County commissioners.

■ Manatee County's jail is in good condition, according to a statement issued by Sheriff Roy Baden who denied reports that no improvements have been made in the jail since it was inspected in 1944. Sheriff Baden revealed that the county commission had appropriated about $2,000 the past year for improvements to the jail, and that the money was spent in painting the interior, buying new mattresses and other equipment. His statement was affirmed by Chairman J. P. Harlee of the county commission.

■ County Attorney P. B. Revels of Putnam County has recently completed analysis of tax increases in that county. He said the purpose of the analysis was to provide general information to the property owners and taxpayers as a matter of right.

■ County Commissioner Preston B. Bird has stated that construction of a $25,000 juvenile home, if approved at an election of Dade County freeholders next May, will increase greatly inadequate facilities.

FOURTH ESTATE

(Continued from page 27)

tion, which exists in spite of habitual neglect, they will be doing something that will be of benefit not only to themselves directly but also to the entire commonwealth of Florida.—Orlando Sentinel.

Let Well Enough Alone

UNDER THE caption, "Good Florida Advertising," an editorial in the Tampa Tribune yesterday quoted from the journal of the Florida Taxpayers Association the following synopsis of this State's "advantages in taxation:" No State income tax . . . No general sales tax or use tax . . . No State inheritance tax . . . No tax on homesteads under $5,000 valuation . . . No State bonded debt . . . No State realty tax . . . No poll tax as a voting prerequisite . . . No unpaid bills for operating expenses. To which, the Tribune notes with approval, "the association adds this powerful clincher:" No need for new taxes!

"This is a statement," the Tribune declares, "which can be used to great advantage in the State's $500,000 advertising program. It is one that no other State can make. And Florida must see to it that not one item in that list is erased."

In the same issue which carried that glowing commendation of the State's tax structure an AP dispatch from Tallahassee reported that Governor Caldwell, complying with demands which the Tribune has joined lustily in voicing, had named an impressive list of 15 Florida citizens "to study and recommend changes" in what he and the Tribune have called a "patchwork" tax system. In announcing appointment of the committee the governor pledged himself to follow its suggestions in his recommendations to the next legislature "even if it proposed a sales tax" which he has adamantly adopted in the past.

There seems to be something screwy here. If the State's tax system is so good that it can be used to advantage

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in the $500,000 advertising program and if it is so generally satisfactory that "not one item in the list should be erased," then why tinker with it? Why not just let it stand as a good advertisement which has kept Florida debt free with all operating expenses paid and no need for new taxes?

The Tribune, of course, will cry that by "new taxes" it means some we already have and "don't need," to wit increases in the cigarette, liquor and race tax levies which were adopted by the last legislature at Governor Caldwell's insistence and over the strident objection of the Tampa Tribune, race track interests, liquor dealers and Tampa's considerable tobacco industry, including the State's largest, and politically active, cigarette jobber. Yet these very taxes, plus freezing the gasoline tax at what has been the highest rate in the country, were what freed real estate of State taxes, fought off a movement to repeal the constitutional ban on income taxes and enabled the State to escape a general sales tax. These taxes have also kept operating expenses from running into the red and have yielded a tidy surplus which is now available for removing prison camp "sweatboxes" and otherwise rehabilitating tragically worn out State institutions without the necessity of resorting to burdensome taxes on the general public and general business.

Without these taxes we would now have a general sales tax along with, probably, a steep increase in occupation taxes which would hit every business and professional enterprise in Florida. And if any of these cigarette, liquor or race track taxes are erased from the list, a general sales tax will be trotted out as a substitute with a State income tax as a companion piece to placate what legislators call "the poor man."

As the Tribune brags, we've got something good enough to advertise "to great advantage" and it would seem to be a very smart idea to leave it just as is; at any rate until deficits demonstrate a need for new taxes. That will be time enough for "study and changes," particularly if there is danger that it will line up the governor for a general sales tax, which he warns is one of the dangers. However, the Pandora's box has now been opened and the best that can be hoped for is that too many ills won't fly out into the next session of the legislature.—Ft. Myers News-Press.

In China, more than 500 years ago, a treatise on carbon black manufacture was published.

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RETIREMENT LAWS COVER ALL STATE EMPLOYEES

Florida employes are eligible for pension under four different State retirement laws, and some of them are having a hard time deciding which one to choose.

Altogether, there are seven retirement laws—some with several optional ages and pension amounts—affecting State employes.

Regardless of how close they are to retirement age, most of the State's thousands of workers had to make their decision which to accept by January 1st.

They must have said by then if they want to participate in the 1945 general plan in which they contribute five percent of their salaries, and the State puts up two percent.

Other workers, those connected with the schools and colleges, can pass up the Jan. 1, 1946 deadline but will face another on July 1, 1947, when they must decide whether they want to participate in, and contribute to, the teachers' retirement system.

If they reject both plans, they still can retire under a 1927 general law, liberalized by the last legislature, which would give them almost the same pension—although they may have to work longer to get it—without having to contribute anything.

Some who work for the State are in quite a dilemma over what to do. There is one big certainty: They can't draw a pension under more than one of the laws.

To some, it would appear more attractive to accept the 1927 plan, under which they contribute nothing but can retire at half their average salary for the last 10 years of employment.

They hesitate, though, for fear that that law will be repealed or altered after they have rejected the other plans and can't take them up later. The contributing plans could be changed, too, but most officials believe there is a contractual relationship between the State and the employe when a contribution has been made. The worker could at least get his money back if he desired.

A college professor who has been a member of the Florida National Guard for years could possibly accept retirement at various ages and periods of service under either the 1927 general law, the 1945 contributions plan, the teachers' retirement system, or the national guard pension statute.

The 1945 legislature solved the problem for one group of employes. It put into effect a contributing retirement plan for members of the State Highway Patrol staff that is compulsory.

These are the essential points of the various State retirement laws:

1. The 1927 general law, as amended by the last legislature—without contributing anything, a worker may retire at half his average salary for the last 10 years after 20 years of continuous service at the age of 70, 30 years of interrupted service at that age or 35 years of interrupted service regardless of age. Under the interrupted service provision, the total period of actual work must be 30 or 35 years.

2. The 1945 general employes retirement act—the worker contributes five percent of his salary, the State matches it with a two percent contribution. The employe can retire at the age of 60 after 10 years of service, with a pension of two percent of the average 10-year salary multiplied by the number of years of service. After working 10 years for the State, and contributing to the fund, he can quit his job and still get his pension when reaches the age of 60. No pension may be more than 60 percent of the worker's 10-year average salary.

3. The teachers' retirement system—there are several optional retirement plans, with employe contributions ranging from 4.22 percent to 10.43 percent of the salary, depending on which plan he prefers, the age at which participation began, and sex (women must pay more than men because of a longer life expectancy).

Regardless of the number of years of service, the employe can retire at ages ranging upward from 55 with a pension arrived at by a complicated formula based on the general proposition that the longer he worked and the more he contributed, the more he gets.

4. State Highway Patrol pension law—the employe contributes five percent of his salary, the State matches it. A worker can retire at 40 percent

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of his average salary for the last five years of service after 20 years on the pay roll, regardless of his age.

5. Supreme court justices—by special law, a supreme court justice can retire at the age of 65 after 20 years continuous service on the bench at his full salary. He makes no contributions to a retirement fund, and the pension of a retired justice goes up or down as salaries of active judges are increased or cut. The justices now receive $9,000 a year.

6. Circuit judges—they contribute two percent of their salaries to a special fund, and the State makes up the amount necessary to permit them to retire at two-thirds their current salary after 20 years' service at any age, 12 years at the age of 60. Circuit judges now receive $7,500 a year from the State. A judge who is totally disabled may retire at half pay after 10 years' service.

7. National guardsmen—any officer or enlisted man who has served in the Florida National Guard for 30 years and reaches the age of 64 can retire at half the regular Army base pay for his rank at retirement (the same as if he were in the regular Army of the United States). He contributes nothing to any fund. Active Army duty during World War II counts as double time in computing retirement service.

CALDWELL MEETS A PLEDGE

One quality above all others which we admire in public officials is the redemption of promises made to the people, a quality again exhibited by Gov. Caldwell in allocating funds to pay for an architect's plans for proposed additions to the State TB hospital at Woodsmere.

When he vetoed the measure providing for expansion of the facilities for patients of this kind, the governor did so because he was not positive the revenue would stand it, but if later the receipts justified he would proceed with the program under authority he already possessed.

This pledge he is now in process of redeeming, in line with the sentiment of the great majority of legislators and citizens, who look on tuberculosis as a standing threat to all well people which should be eliminated as rapidly as possible.—Orlando Sentinel.

Approximately seven per cent of the students in Nebraska public schools suffer from defective speech, according to the chairman of the state university's department of speech.

RACE TRACKS HELP KEEP WHEELS TURNING

(Continued from page 11)

chines but abandoned the idea after a trial primarily because of the temptation of the slot machines to children some of whom regularly risked and lost their school lunch money at nearby fountains and lunch stands.

By way of contrast, operation of the horse and dog tracks and jai alai has been carried on with a slight amount of disturbance. The people generally accept the situation and every citizen derives some financial benefit.

The high tax rate seems to be here to stay since the tracks and the bettors seem well able to stand it. In any event, it is in line with the fiscal policy of this administration to get the money by taxing the luxuries of those able to pay.

The Public Administration Clearing House with offices in Chicago reports something different in the line of taxation—a request that taxes be imposed. The legislature of Maine allowed the imposition of a 1¼ mills per pound tax on blueberries and a 30 cent percent tax on sweet corn used for canning after growers asked that the state create the taxation and use the fund for research and to place into effect certain regulatory measures.

Men commonly think according to their inclinations, speak according to their learning and imbibed opinions, but generally act according to custom. —Bacon.

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HIGHWAY DEPARTMENT PLANS FARM TO MARKET SYSTEM

A 6,554-mile system of farm-to-market roads has been spliced together on paper by the State Road Department for construction with Federal assistance.

The network results from congressional creation of "Federal Aid Secondary Routes," to supplement the mainliners over which motor traffic speeds from city to city.

Florida's share of the Federal money for these rural roads, for 50-50 matching by the State, will be $2,168,089 a year for three years at least, with prospect of the next congress enacting an even more generous law.

Of the 6,554 miles proposed for approval in Washington by the Public Roads Administration, 2,860.3 miles are on the State highway system and 3,673.5 miles are county roads.

T. Eglin Bayless, chairman of the State Road Department, gave this explanation of how the secondary network was put together:

"In making the selections, the State first requested each county commission to submit a list of roads approximating 100 miles in order of preference of construction. The counties were requested to list only those roads which they felt would best serve the county."

After replies had been received from the 67 counties, each road was thoroughly studied and secondary route selections made which in the opinion of the State would:

1—Give consideration to county selections in order of priority: 2—Connect the county road selections with an existing Federal aid or Federal aid secondary route; 3—Include all previously approved Federal aid secondary routes; 4—Add such State maintained routes as were considered desirable to round out the secondary system and 5—Make appropriate connections between counties at favored locations where one county made a selection that ended at a county line and the adjoining county failed to include the essential extension therein.

Bayless said efforts were made to provide comparable mileages within each county, "with due consideration to the size of the county and road service already provided by other systems."

The secondary Federal aid roads must be confined to rural areas, he pointed out, with this restriction resulting, because these entered cities, in the elimination of some roads projected by county commissions on their 100-mile offerings.

Money in sight from the three-year program (actually four years, for a year was allowed for planning) would not cover much of the 6,544-mile system, Bayless said only a beginning was expected, with more Federal funds likely around the corner.

Anticipating congressional approval, the Public Roads Administration began some years ago designating "interim" secondary routes.

SEED CONTROL OFFICIALS TO MEET AT TALLAHASSEE

Delegates will attend a meeting of the Southeastern States Seed Control Officials Association in Tallahassee Jan. 10, 11 and 12. Supervising Inspector Phil Taylor of the Florida Department of Agriculture announced.

Members are expected to approve expansion of the organization to cover all Southern States. Eight States are represented in the association at present.

Supervisor Taylor said delegates also will attempt to reach an agreement leading to uniform State standards for seed sack tagging, laboratory tests and administration and enforcement of seed laws.

"If we can get all the Southeastern States to act in harmony we shall go a long way in breaking down State barriers and remove much of the red tape that slows down commerce between the States," Taylor declared.

In my lifetime I've smelled some pretty good tobacco smoke and some not so good. I sat next to a fellow at a dinner not so long ago and he puffed on a long filler which smelled like it was made of horsehair and garlic. But the worst is yet to come, according to this headline from a paper up North: "More Fertilizer Needed To Make Good 1946 Cigars."

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CAPITOL CENTER PROGRAM LOOKS INTO THE FUTURE

Florida's Capitol Center development will get underway in January with selection of a site for the new supreme court building.

Choice of the location will be the first step in a long-range program designed to give the State what landscape Architect A. D. Taylor predicted will be the finest Capitol Center in the country.

The Cleveland architect who was responsible for landscaping the area about Washington's Pentagon building, said Tallahassee was almost free of the barriers to development existing in many other capital cities.

He pointed out that in other areas, haphazard building placement has created difficult situations for later planning efforts.

"No one expects these plans to be complete for 25 to possibly 75 years," Taylor said. "We're trying to project our planning into the future so we'll not only provide for immediate building needs but will take care of the next 100 years and make provision for things that might happen but which cannot be foreseen. We've got to have that kind of flexibility."

Taylor, who also has been commissioned to draw up plans for the city of Tallahassee, said parking would present a problem in the future.

"Provision will have to be made to take care of automobiles that would be parked in the Capitol Center," he said. He proposed an underground garage as a solution to the problem.

"Streets through the Capitol Center carrying traffic which doesn't belong should be studied to avoid congestion," he added. He suggested a bypass highway permitting heavy vehicles to detour around Tallahassee.

His plans call for park areas extending for one block north and south of the Capitol. The block directly north of the Capitol building is solidly occupied by stores and offices, comprising a large part of Tallahassee's business district.

Taylor said the step would be taken gradually, probably over a 20-year period, "so it doesn't affect economy and industry."

The Cleveland architect said complete plans for the Capitol Center will be ready in five or six months. He will receive $10,000 from the State and $7,000 from the city.

Service Squadron 10 (the floating base for the invasion of Okinawa) supplied fighting ships, before they jumped off, with enough oil to make a train 238 miles long, with enough left over to heat 10,000 homes for a year; with enough gasoline to run 30,000 American automobiles for a full year; and with sufficient lubricating oil to allow for acomplete change of oil in 466,000 automobiles.

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HOUSING AND HIGHWAYS DO NOT CLASH IN NEED OF CRITICAL MATERIAL

Highway construction will not interfere with launching the sorely needed housing construction program, according to a study of six groups of critical building materials just completed by the Federal Works Agency, Charles M. Upham, engineer-director of the American Road Builders' Association points out in a bulletin sent to his organization. "The belief that road building might hamper housing is dispelled by this evidence," said Mr. Upham.

For 1946, FWA economists estimate the requirements of cast iron soil pipe and fittings at 160,000 tons. Highways require practically none.

Housing in 1946 will use one billion 840 million unglazed brick. Highways will use 33 million or about 1% of the total production.

Housing will use 250 million feet of structural insulation board in 1946. Highways have no requirements in this group.

This year's requirements of gypsum board by housing will be one billion 335 million feet. Again highways do not require this material.

Structural clay tile requirements are estimated at 140,000 tons. None for highways.

Housing will take 6½ billion board feet of lumber, exclusive of millwork and flooring, while highways will require 270 million, or about 1% of the total production.

"These figures indicate that from the standpoint of critical materials, both housing and highways programs can get underway at once without stepping on each other's toes," Mr. Upham concludes.

CALDWELL QUESTIONS A SHERIFF

Governor Caldwell has finally overcome his reluctance to interfere in local county affairs and has read the riot act to Sheriff S. C. M. Thomas of Marion County, a county which has had plenty of adverse publicity in the Florida press recently for lax law enforcement. It appears, among other things, that men charged with bolita operations in that county have been released from jail before they furnished bonds set by the court.

Ultimately the efficiency and decency of local government must depend on the civic concern of local citizens who elect their own local officials; the governor of a State can only intervene when gross negligence exists.—St. Petersburg Independent.

"Despite every attack upon it, the American people still believe in our system of free enterprise."—Rev. Norman Vincent Peale, D.D.

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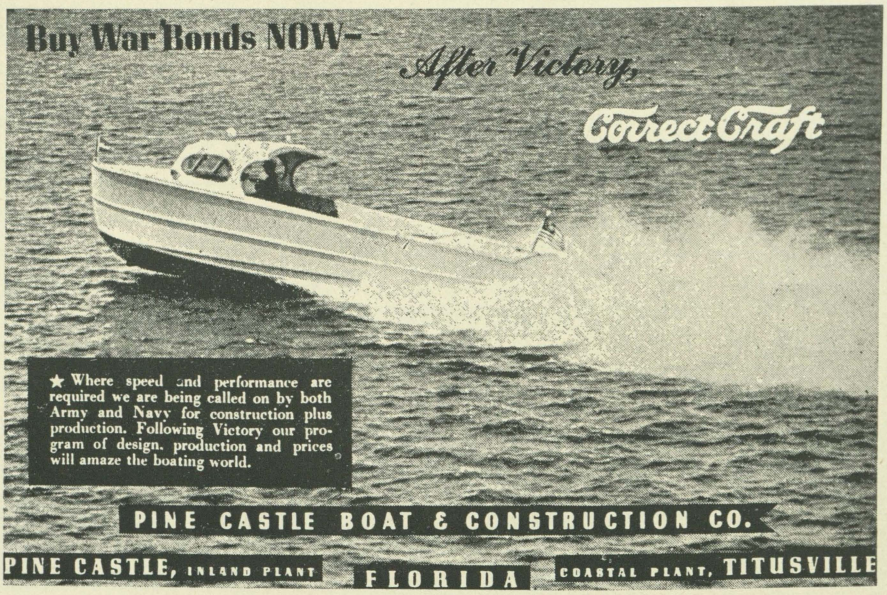


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NEED BE NO ALARM

Tallahassee, Dec. 4.—For the fourth straight week the cabinet was not able to hold a meeting today because of a lack of quorum. Every State official on the board was out of town today.—The United Press.

There need be no alarm. In fact, the cabinet could go another month meeting-less and the State would not suffer. Conceivably it might be better to hold no meetings at all until conditions warranted a call.

What do the Florida statutes require in the matter? We don't know. We fear to look it up because we might find out that there's a law requiring a cabinet officer to make some sort of regular attendance at meetings.

We wouldn't want to learn that the "boys" were breaking a law, even innocently, especially when they are out on their own, personal political business.

Anyway, if Governor Caldwell wants to come to Miami, who's to criticize him for it?—Miami Herald.

EDUCATIONAL LEND-LEASE

Governor Caldwell is going to the Southern Governors' Conference in New Orleans this week with a plan for exchanging students among the various Southern universities on a tuition-free basis, so that graduate students may get the benefit of the very best specialized graduate schools. As an example, he points out that the University of Florida excels in its pharmacy school, while Georgia has an outstanding forestry college and Alabama, a leading school for veterinarians.

This is a plan which will enable each of the participating States to get the most for its educational dollar. It will relieve each of them of the necessity of building up an entire series of graduate schools, and permit them to continue to improve its work in the particular field in which it has built the best foundation. At the same time, the student who seeks training not available at his own university will know that he can get it in a nearby State at no extra expense.—Jacksonville Journal.

"The luxuries of the government come from the bread of the people."—Congressman Joseph Martin (Mass.), demanding reduced Federal spending.

A CAPITOL CENTER

At long last the State is moving toward a planned Capitol Center at Tallahassee. Governor Caldwell, the first governor to recognize the need of better surrounding for our beautiful State House, has, with his cabinet, moved in the right direction by employing a nationally known landscape architect to prepare plans for it.

One phase of the plan is acquirement by the State of property bounding Capitol Square, so that other State administration buildings may be grouped there, and the whole enclosed in something like a park to give an effect of spaciousness and beauty.

Tallahassee municipal authorities state they will also employ the same landscape architect to do a job of city beautification planning which will coordinate with whatever the State decides to do.

The combined effort should produce something the whole people of Florida will appreciate and approve.—Bradenton Herald.

The classified pages of newspapers often carry some of the best slips. One big-town paper had an ad offering for sale an "electric fan, D. C. 16-inch osculating." I'd sell it, too, if it does that. Here's another good one: "For sale—A violin, by a young man in good condition but for a loose peg in the head."

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WHERE FLORIDA THOROUGHBREDS ARE FOALED, REARED, TRAINED

A suggestion of what the thoroughbred breeding industry can mean to Florida if it is developed to its logical end, is found at Carl G. Rose's Rolling Acres farm just west of Ocala, where nine head of thoroughbreds are training daily under the tutelage of Trainer T. J. "Tom" Tault.

These horses are being trained for Charles A. O'Neil, Jr., the Miami liquor dealer, and may be expected to make their presence felt during the Florida winter racing wars.

Rolling Acres Farm boasts of some of the finest pasturelands in the entire State.

Standing at Rolling Acres is Suffern, the stallion, a bay son of Sweepster out of the mare, Saffron. Foaled in 1935, his racing record shows 14 triumphs in five seasons at the racing wars. His total earnings amounted to $18,620.

Tom Tault believes Florida's climate, grass, and phosphorus are worthy of the breed's finest mares, bred to the outstanding stallions.

"We have plenty of shade, the climate and the feed is right, the grass is good and seems to contain plenty of phosphorus for bone, as well as a trace of iodine," Tault explains. "In three or four years' time Florida can really be on the map as far as the thoroughbred breeding business is concerned."

Tault is busy training Ship Call and Jakajones, two fine 3-year-olds, three yearling fillies and several juveniles.

All the 2-year-olds are Florida-bred with Green Melon as their sire, and all foaled on Rose's Ocala nursery. The yearlings include one by Green Melon, one by Sir Damion (owned by Jerry Egan, Clermont), and one by Stormscud.

Tault has been around thoroughbreds since the day he was born near the Gravesend race track in Brooklyn. As an exercise boy he galloped horses from 1913-1919, then jockeyed for two years. Training horses was a family business.

Coming to Florida for the first time in 1933, he has watched with interest the development of the thoroughbred breeding business here.

"These people have built up from small beginnings, and have done remarkably well, producing a number of winners," he pointed out.

"But what we need is some proven mares in foal to the top stallions."

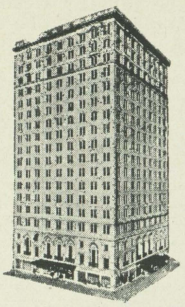
O'Neil has been a frequent visitor to the Ocala farm, and delights in watching the horses make their practice runs around the half mile training track at Rolling Acres.

He is interested along with a group of other Miami thoroughbred breeders, in the recent organization of the Florida Thoroughbred Breeding Association.—Miami Herald.

Corp. Arthur M. Kipnis has worked out a comparative score system that shows the University of Miami to be better than Army. "The Cadets beat Michigan 28 to 7, while Navy ran up a 33 to 7 score. That makes Navy five points better than Army. But, Navy beat Penn State 28-0 and Michigan State trimmed the Nittany Lions 33-0, which makes Michigan State five points better than Navy, and 10 better than Army. Miami beat the Spartans by 14 points . . . so, under that system, they are 24 points better than Army. Of course, the corporal is only kidding. —Miami Herald.

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Transactions of Meeting of Florida State Road Department

HELD AT TALLAHASSEE DECEMBER 10, 1945

Pursuant to agreement at the close of the last meeting, the Members of the State Road Department met at Tallahassee, on the 10th day of December, 1945, for the Fourth Quarterly Meeting of the year 1945, and for the consideration of all routine and special business before the Board at this time. The attendance at the meeting was as follows:

F. E. Bayless, Chairman; Courtney W. Campbell, S. Kendrick Guernsey, Herman B. Fultz, Robert T. Carleton, Members; J. Robert McClure, Secretary; L. A. Fraleigh, Jr., Assistant Secretary; H. P. Coloney, State Highway Engineer; L. K. Cannon, E. C. DeGarmo, Asst. State Highway Engineers; J. H. Dowling, Consulting Engineer; Charles Hopkins, Federal Aid Engineer; W. M. Parker, Engineer Research and Records; J. W. Allen, John R. Slade, H. H. McCallum, N. E. Emery, N. L. Bryan, Jr., Division Engineers; Calvin Johnson, Attorney; R. W. Ervin, Jr., Assistant Attorney; W. M. Wainwright, Auditor; W. A. Kratzert, Maintenance Engineer.

APPROVAL OF MINUTES

On motion of Mr. Campbell, seconded by Mr. Guernsey, the Minutes of the meeting held at Ocala on October 29 were approved.

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects, and for the furnishing of certain material, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders, therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed, be and the same is hereby approved, which said contracts are as follows, to-wit:

Construction

Bids received Oct. 18

4602-905, 10, Bay, Cleary Bros. Const. Co., $48,800.00.

5102-109, 6, Gulf, Cleary Bros. Const. Co., $289,202.81.

2703-106, 49, Baker, L. L. Hall Const. Co., $61,510.10.

2701-105, 1, Baker, Duval Engr. & Contr. Co., $12,997.70.

Bids received Nov. 8

7219-103, 376, Duval, Duval Engr. & Contr. Co., $375,510.68.

SN-FA-143 (9), 4, Duval, Duval Engr. & Contr. Cr., $96,507.68.

7601-110, 3, Putnam, Jas. H. Craggs Const. Co., $23,982.13.

9314-105, 194, Palm Beach, John A. Benton, $113,677.78.

Bids received Nov. 29

4702-106, 6, Calhoun, Royce Kershaw & Co., $175,897.49.

5800-102, 187, Santa Rosa, Ernest Const. Co., $94,930.70.

5708-103, 62, Okaloosa, Montgomery Const. Co., $81,152.27.

3805-105, 35, Taylor, Coggin & Deermont, $78,476.25.

FA 92 (9) & 256(1), 500, Taylor-Dixie, Peterson & Earnhart, $98,478.34.

Material

Bids received Nov. 19

6004, 152, Walton, 59,100 Sq. Ft. Galv. Corr. Metal Sheet Piling, Galv. after Bending, Armco Drainage & Metal Prod. Inc., $40,489.41.

APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Fultz, seconded by Mr. Carleton, the following supplemental agreements were approved:

DA-WR 2-A(1), DA-NR 6 (1), & DA-NR 7(1), 341, Escambia & Santa Rosa, Noonan Constr. Co., $394.84 Decrease.

DA-NR 4(1), Acc., 341 Escambia, Noonan Const. Co., $372.00 Decrease.

DA-NR 5(1), Acc., 341, Escambia, Noonan Const. Co., $144.78 Decrease.

5503-101, St., 354, Leon, L. J. & W. L. Cobb, Inc., $2,492.75 Increase.

2602-104, St., 2-A, Alachua, Marion Contr. Co., $1,500.00 Increase.

4606-105, St., 52, Bay, Hillyer and Lovan, $9,871.97 Increase.

SN-FA 122 A(1) FA, 8-A, Glades-Highlands, Brinson Constr. Co., $6,043.72 Increase.

DA-WR 17-(1), Acc., 3, Orange, Langston Constr Co., $3,571.52 Increase.

2701-105, St., 1, Baker, Duval Eng. & Contr. Co., $5,762.73 Increase.

4602-107, 10, Bay, Hendry Corp., $288.20 Increase.

8702-104, 8708-102 & 8712-103, 4-A, 140-A & 27, Dade, Belcher Oil Co., $10,455.00 Increase.

REQUESTS FOR ACQUISITION OF RIGHT OF WAY

Routine resolutions were adopted requesting the counties to acquire the right of way for the following projects:

Alachua County, Road 2, Section 2602, Guernsey and Fultz.

Broward County, Road 4, Section 8602, Fultz and Guernsey.

Escambia County, Road 1, Section 4801, Campbell and Carleton.

Glades County, Road 8-A, Section 0501, Campbell and Carleton.

Indian River County, Road 4, Section 8801, Fultz and Guernsey.

Jackson County, Road 1, Section 5302, Fultz and Campbell.

Jackson County, Road 523, Section 5317, Carleton and Campbell.

Lee County, Road 25, Section 1202, Campbell and Guernsey.

Orange County, Road 22, Section 7506, Carleton and Fultz.

Palm Beach County, Road 4, Section 9301, Fultz and Campbell.

Palm Beach County, Road 140, Section 9306, Fultz and Guernsey.

Polk County, Road 8-A, Section 1617, Campbell and Carleton.

Polk County, Road 564, Section 1628, Campbell and Fultz.

Putnam County, Road 3, Section 7601, Carleton and Fultz.

St. Lucie County, Road 4, Section 9401, Fultz and Campbell.

ADOPTION OF FEDERAL AID PROGRAM

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted.

BE IT RESOLVED, that the Program for Federal Aid Regular for the first post-war fiscal year, as made up by the Chief Engineer under date of November 30, and copies furnished to the Members, be and it is hereby approved, the said program being as follows:

STATE OF FLORIDA
PROPOSED PROGRAM OF REGULAR FEDERAL AID HIGHWAY FUNDS—
1st Post-War Fiscal Year

County	Project No.	Fed. Aid Route No.	State Road No.	Termini	Estimated R/W	Cost Constr.	Fed. Aid Funds Requested	Character of Work	Length
SWPS							$ 48,549.00		
Approx. 10% Reserve							324,078.00		
Escambia		6	1	Perdido River Bridge	$ 180,000.00		$ 90,000.00	Replace Timber Br.	697'
Jackson		6	1	Cypress to Project 3-D	450,000.00		225,000.00	Grade, Pave & Dr.	6.5 Mi.
Orange		22	22	Proj. DA-WR 20(1) to Bithlo	650,000.00		325,000.00	Grade, Pave & Dr.	12.25 Mi.
Putnam			3	Volusia Co. Line to Crescent City	230,000.00		115,000.00	Grade, Pave & Dr.	4.13 Mi.
Highlands		19	8-A	Lake Placid to Sebring	900,000.00		450,000.00	Pave, & Drain	15.0 Mi.
Polk		19	8-A	S. End FAP 175-H to 1.562 Mi. North	72,000.00		36,000.00	Pave	1.562 Mi.
Lee		24	25	Tice to Olga	380,000.00		190,000.00	Grade, Pave & Dr.	7.5 Mi.
Broward		3	4	Hillsborough Canal to a point 8.5 Mi. S.	600,000.00		300,000.00	Constr. 2nd Lane	8.5 Mi.
Broward		3	4	Br. over Hillsboro Canal for 2nd Lane	132,000.00		66,000.00	Constr. Bascule Br.	200'
Palm Beach		3	4	Hillsboro Canal to Yamato	450,000.00		225,000.00	Constr. 2nd Lane	6.0 Mi.
St. Lucie-Indian Riv.		3	4	Ft. Pierce to S. end Proj. NRH 140	490,000.00		245,000.00	Grade, Pave & Dr.	7.5 Mi.
Duval		3	4	Bayard to Jacksonville	800,000.00		400,000.00	Constr. 2nd Lane	13.25 Mi.
Alachua		2	2	A point S. of Santa Fe Riv. to Alachua	394,000.00		197,000.00	Grade, Pave & Dr.	7.5 Mi.
				Totals	$5,728,000.00		$3,236,627.00		
				Total Apportionment to State			$3,236,627.00		

ADOPTION OF FEDERAL AID URBAN PROGRAM

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED, that the Program for Federal Aid Urban for the first post-war fiscal year, as made up by the Chief Engineer under date of December 7, and copies furnished to the Members, be and it is hereby approved, the said program being as follows:

STATE OF FLORIDA
PROPOSED PROGRAM OF URBAN FUNDS — 1st Post-War Fiscal Year

County	Project No.	Fed. Aid Route No.	State Road No.	Termini	Estimated Cost R/W	Estimated Cost Constr.	Fed. Aid Funds Requested	Character of Work	Length (Mi.)
	SWPS						$ 23,994.00		
	Approx. 10% Reserve						160,647.00		
St. Johns		3	4	Relocation thru City of St. Augustine	$120,000.00	$ 800,000.00	440,000.00	Grade, page & drain	4.0
Volusia		3	4	South City Limits Daytona	225,000.00	1,800,000.00	975,000.00	Grade, page & drain	8.0
				Total Apportionment to State			$1,599,641.00		

RECEPTION ENTRANCES TO THE STATE

Mr. Guernsey gave a report of the investigation made by the Committee in the matter of establishing reception centers at main entrances to the State. He stated that representatives of the State Chamber of Commerce expressed enthusiastic interest in such a program, but could not commit the said organization to active participation in any proposed plan until after the State meeting. Mr. Guernsey presented pictures to the Board showing some of the things being done along this line by other States.

The Members of the Board expressed their opinion that the project is one which should be partly sponsored by the State Chamber of Commerce, and authorized the Committee to proceed to establish the first station, as an experiment, same to be located on U. S. Highway 1 north of Jacksonville, when in their opinion the desired cooperation of the State Chamber of Commerce and the Florida Citrus Commission is assured.

LOCATION OF ROAD 18 THROUGH CITY OF SARASOTA

On motion of Mr. Campbell, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, it has been found desirable to make a change in the location of Road 18 through the City of Sarasota.

BE IT RESOLVED that the location of Road 18 through Sarasota, approaching Ringling Causeway, be changed from Riviera Drive, as formerly designated, to Gulf Drive.

ECONOMIC SURVEY OF TAMPA BAY AREA

On motion of Mr. Campbell, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, the Department has as much work on hand as can be satisfactorily accomplished with existing personnel, and because competent, trained personnel is difficult to obtain at the prsent time,

THEREFORE, BE IT RESOLVED, that in order to facilitate the progress of the proposed urban area survey in the Tampa Bay area, an out-of-state specialist be called in to assist in the analysis and presentation of this particular survey.

Mr. Harry W. Lochner, 160 North LaSalle Street, Chicago 1, Illinois, was mentioned as an acceptable consultant.

RENUMBERING OF STATE HIGHWAYS

On motion of Mr. Guernsey, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, the State Road Department of Florida has been authorized by Florida statute to revise the system of numbering state highways, in order to reduce the numbers of same, remove confusion because of duplication of State road and U. S. Highway route numbers, and simplify the numbering of roads on state road maps; and

WHEREAS, this Department has under preparation a manual of traffic signs and signals for the State of Florida, and desires to push same to a prompt conclusion, and put it into effect at as early date as possible,

THEREFORE, BE IT RESOLVED that the State Road Department of Florida place itself on record as requesting the American Association of State Highway Officials to expedite the preparation and issuance of its proposed manual on uniform signs and sig-



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nals, and release such information to the several States, in order that erection of signs and signals in Florida may proceed without unnecessary delay, and that these signs and signals may closely conform to the standards recommended by the American Asscciation of State Highway Officials.

BE IT FURTHER RESOLVED that the Chief Engineer be and he is hereby directed to proceed with the purchase of materials necessary for the revised marking of the roads of the State, under the new program.

3% FEDERAL TRANSPORTATION TAX

Mr. R. W. Ervin, Jr., reported that the rail lines refused to sign the release of liability form (Alabama Highway Department form) as previously adopted by the Board and asked if an alternative method of taking the exemption should be adopted.

WHEREUPON, following discussion of the matter by the Board, the following resolution, offered by Mr. Fultz and seconded by Mr. Campbell, was adopted:

WHEREAS, in this matter of the 3% freight transportation tax exemption which under the regulation of the Federal Government is allowed upon consignment of building materials to the Department, in care of the Contractor, the Department has been unable to find any method to perfect a saving to the Department or which at the same time will relieve the department from contingent liablity.

THEREFORE, BE IT RESOLVED by the Department that it rescind its former action in providing a special provision in its contracts covering such exemption; and

BE IT FURTHER RESOLVED that all future contracts be made without such provision.

COLLECTION FROM THIRD PARTIES IN WORKMEN'S COMPENSATION CASES

The Attorney, Mr. Calvin Johnson, recommended to the Board that in all cases where it was necessary to sue third parties to recover for injuries sustained by Department employees where such employees assign their rights to recover from the third parties, as permitted by the Workmen's Compensation Act, that local counsel in the County where the suit is brought be employed to represent the Department and the injured employee. Mr. Johnson stated that usually local attorneys were better able to handle the damage cases and jury trials than the Department's counsel. He also stated that the compensation to such local atttorneys would be on a contingent basis payable from the recovery as permitted by the Workmen's Compensation Act, and without cost to the Department.

WHEREUPON, on motion by Mr. Guernsey, seconded by Mr. Campbell, it was moved and adopted by the Department that the procedure recommended by the Attorney for handling suits against third parties on Workmen's Compensation cases be adopted.

THEATRE-by-the-SEA CLAIM MATTER

The Attorney reported the Board of County Commissioners of Monroe County instituted condemnation proceedings in the above matter in 1943 and has agreed to bring these proceedings on for trial and conclude them.

INDIAN KEY FILL—OVERSEAS HIGHWAY

On motion of Mr. Fultz, seconded by Mr. Guernsey, it was directed that the Attorney should check the status of the Indian Key fill on the Overseas Highway to determine if there were any encroachments which would tend to render the highway unsightly.

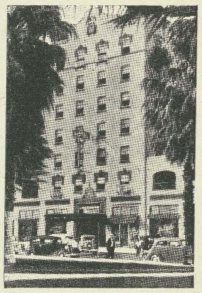
OVERSEAS ROAD AND TOLL BRIDGE DISTRICT—REDUCTION OF INDEBTEDNESS

Mr. B. M. Duncan, Manager of the Overseas Road and Toll Bridge District, appeared before the Board relative to the reduction of the indebtedness evidenced by the toll bridge bonds issued by the Overseas Road and Toll Bridge District on the Overseas Toll Highway. Mr. Duncan stated that the District was confronted with a refunding operation of its bonds. He stated that the bonds were 4 percent bonds which in the past were not out of line but under present conditions he believed these bonds could be refunded as a lower rate of interest if handled through the State Road Department and the State Board of Administration. He requested that the matter be looked into.

The matter was discussed at length; whereupon, on motion of Mr. Fultz, seconded by

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Mr. Campbell, the following resolution was adopted:

WHEREAS, the State Road Department already has an investment of approximately five million dollars in the Overseas Highway; and

WHEREAS, it is to the best interest of the State to secure reduction of the indebtedness of the Overseas Road and Toll Bridge District inasmuch as the Overseas Toll Highway section is an essential link in the Overseas Highway (State Road 4-A).

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that in order to lessen the bonded indebtedness owed by the District to the Reconstruction Finance Corporation an effort be made to secure concessions from the Reconstruction Finance Corporation, either by way of reduction of the present rate of interest on said bonds or a grant or commitment from the Reconstruction Finance Corporation that it will part with these bonds at somewhat less than par; or failing to secure such concessions, that the Department consider the advisability of proceeding with a refunding operation designed to reduce the interest rate and the indebtedness evidenced by said bonds, using the facilities of the State Board of Administration.

BE IT FURTHER RESOLVED that the following committee is appointed whose duties will be to explore and assemble information concerning this matter and report back to the Board as soon as possible, viz.:

Mr. F. Elgin Bayless, Chairman State Road Department

Mr. R. W. Ervin, Jr., Resident Attorney, State Road Department

Mr. B. M. Duncan, Chief Engineer and Manager, Overseas Road and Toll Bridge District

Mr. S. Kendrick Guernsey, Member State Road Department

Mr. Ralph Potts, Executive Director, State Board of Administration

Provided, however, that this action of the State Road Department shall in nowise obligate or commit the State Road Department at the present time. Provided further, that the Department will not consider any plan which contemplates the removal of tolls from said District.

RATES ON ELECTRIC POWER USED BY SRD

Following a report by Mr. F. E. Harrison, Jr., Traffic Manager for the Department, outlining the cost of power used by the Department's bridges, camps and other projects, on motion of Mr. Guernsey, seconded by Mr. Campbell, it was moved and adopted that Mr. Harrison be directed to undertake to bring about some reduction in the present rates.

COUNTIES' SURPLUS GAS TAX

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

BE IT RESOLVED by the State Road Department that the State Board of Administration be, and it is requested to furnish the State Road Department a statement of the anticipated surplus which is expected will accrue to certain of the counties during the year 1946, pursuant to Section 16, Article IX, of the State Constitution, inasmuch as such information will be of much assistance to the Department in programming the expenditure of the 80% surplus for state road construction in the respective counties entitled to the benefit thereof.

CLAIM OF THOMAS E. LEE RE DRAINAGE ON ROAD 5

The Board discussed the claim of Mr. Thomas E. Lee and his request that canal culverts under State Road 5 one mile south of the city limits of Bradenton be closed to prevent damage to his grove. It appeared that the culverts have been in place many years and are necessary to a local drainage district canal system, that to close them would cause water to flow in private property, that the Department has no legal right to close canals of the local drainage district, and that the damage to the grove resulted from unprecedented rainfall.

Whereupon, on motion of Mr. Campbell, seconded by Mr. Carleton, the request was denied and it was directed that the Maintenance Engineer advise Mr. Lee that the Department was not responsible for the drainage condition complained of by him.

DENIAL OF REQUESTS FOR MAINTENANCE—MEETING OF OCT. 29

After thorough investigation and full consideration of the following requests for State maintenance made at the meeting of October 29, held at Ocala, the Board concurred in denying same, as not practicable for the Department at this time:

1. Lake County—4.5 mile road from Road 44 at Sorrento to Road 21.
2. Orange County—Road 202 in Winter Park, connecting Roads 3-A and 2, 5.3 miles.
3. Sumter County—8 mile road from Sumterville NW to Panasoffkee.

DELEGATIONS AND REQUESTS
Brevard County

Those present from Brevard County included Chairman A. Fortenberry and County Commissioner A. A. Dunn, County Attorney Noah B. Butt, Mr. L. C. Crofton, City Attorney for Titusville, and Mr. J. H. Wahl.

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Mr. Crofton requested that Road 219 be surveyed and constructed from Merritt to Mather Bridge, making the statement that the gas tax revenue from use of this road would bring in enough to pay for its paving. He also requested the survey of Road 140.

Mr. Butt, Mr. Wahl and Mr. Fortenberry spoke in endorsement of the requests made by Mr. Crofton, and Mr. Fortenberry said that the county could not maintain the roads necessary for their county.

Mr. Butt asked that the 1946 budget provide for completion of the survey of Road 219 and its reconstruction and maintenance, urging its great importance to a very heavily populated section of Merritt Island. He pointed out the need for the survey of Road 140 from its intersection with Road 70 to Canaveral Harbor, a distance of about 5 miles, and asked that it be included in the 1946 budget in order that the County may procee to acquire the necessary right of way.

Resolutions from the Greater Cocoa Chamber of Commerce, and the Town Commission of Cocoa Beach, endorsed the request for Road 140, and the City Council of Eau Gallie supported the request for Road 219.

Broward County

County Commissioners F. L. Neville, C. B. Smith and S. C. Fox were present from Broward County.

Mr. Fultz, the Road Board Member from that District, stressed the importance of obtaining the right of way through Broward County for U. S. No. 1. He presented for files of the Board, letters from the cities of Dania, Fort Lauderdale and Hollywood stating that after holding mass meetings of their citizens and taxpayers it was found to be the local sentiment that the taxpayers in that vicinity did not care to assume the extra burden of obtaining additional property for a right of way through the cities, and recommending that the revised location for the road be placed west of the cities.

Messrs. Neville, Smith and Fox, confirmed this conclusion and Mr. Neville said that he did not believe there was any other solution.

The Board decided to place this information before the Public Roads Administration for their consideration.

Indian River County

A telegram was received from Representative Alex MacWilliams of Indian River County, placing before the Board their request for the construction of a new bridge and approaches on Road 252 across the Indian River at Vero Beach, and urging favorable action.

Levy County

A letter from Mr. Jack L. Meeks, Clerk, transmitted a resolution from the Board of County Commissioners of Levy County, asking for reconditioning and maintenance of the road beginning at Ninth Street in the town of Cedar Key and leading to the Cedar Key Airport, same having been designated as a State road in 1941.

After consideration and discussion, on motion of Mr. Guernsey, seconded by Mr. Fultz, it was moved and adopted that this request be denied at this time.

Nassau County

A letter signed by Mr. John T. Ferreira, Chairman of the Board of County Commissioners of Nassau County, and Mr. E. J. Johnson, Chairman of the Planning Board of the Fernandina Chamber of Commerce, made request that certain roads in Nassau County and streets in Fernandina be included by the Department in the "First Increment of Routes Selected for Inclusion in Federal Aid Secondary System."

It was directed that they be advised that it was impossible to do so at this time, but that such proposals could be advanced at the time of the next revisions to the System.

Palm Beach County

A letter from Mr. Henry Lilienthal, for Harry A. Johnston, County Attorney of Palm Beach County, inquired as to the width of right of way to be required by the Department through cities and towns in Palm Beach County for State Road 4, U. S. Highway 1.

The Board directed that he be advised that it could not vary from its commitment for 100 foot right of way through Riviera and Lake Park, as set out in the minutes of the meeting of October 29; that he also be advised that the Department has referred to the Public Roads Administration the request for two rights of way, one north and one south, of less than 100 feet, through certain cities, but has had no reply to same up to this time.

Pinellas County

The delegation from Pinellas County included Commissioners D. Orville Harris and W. H. Belcher, County Engineer Wm. A. McMullen, and Henry M. Wallace, Ralph Milliken and Roger Wilson of Treasure Island.

Mr. McMullen presented their request for a new alignment of State Road No. 233 at Johns Pass. He filed maps and pictures showing the proposed new alignment and requested consideration of this project. He estimated the cost to be approximately $110,000.00 for the reconstruction which Treasure Island plans to do.

The Board instructed the Division Engineer to make an approximate estimate of the cost of the realignment north of Johns Pass, requested of the Department, for report at the next meeting.

To make its position clear with regard to the proposed change of alignment on Treasure Island, and to record its understanding that this part of the work is to be done at no cost to the Department, on motion of Mr. Campbell, seconded by Mr. Fultz, the Board reaffirmed the commitment

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of the former Board as outlined in resolution adopted by the Department under date of August 22, 1940, under caption "Pinellas County, Road 233 on Treasure Island."

A letter from Mr. Ray E. Green, Clerk, transmitted a copy of a resolution of the Board of County Commissioners of Pinellas County requesting that the Road Department close Roosevelt Boulevard, State Road 64, from Disston Boulevard to Ulmerton Road.

After full consideration of this request the Board felt it was not justified in granting same at this time.

Sumter County

Those present from Sumter County included Representative J. C. Getzen, County Commissioners J. A. Traylor, George Perry, C. M. Brown, I. C. Hall, and M. H. Sharp, County Attorney James West, Lofton Brown, Roy Reddish and Arthur Capanes, Webster Councilmen, Farmer Hooten, Merchant, Rudy Mack, Cattleman, Clyde Revels, Cattleman and watermelon grower, and S. W. Lee, C. W. Blatchard and T. O. Truluck of the Panasofkee Chamber of Commerce.

Mr. Getzen as spokesman filed the following requests:

1. Let contract for Road 23 south of Bushnell to Hernando County line.
2-A. Reconstruct Road 36 east from Wildwood to Lake County line.
2-B. Reconstruct Road 36 west from Wildwood to Citrus County line.
3-A. Survey and reconstruct Road 22 from Bushnel to Beville's Corner.
3-B. Reconstruct Road 22 from Bushnell west to Citrus County line.
3-C. Resurface Main Street, Wildwood, part of Road 2.
4. Survey cross-state road from Indian River City to the West Coast and furnish deed forms to Sumter County for right of way.
5. Resurface Road 2 from Webster to Tarrytown.
6. Build Road from Webster south to Lakeland.
7. Resurface Road running from Coleman east to the Leesburg Y.
8. Maintenance of road from Sumterville west through Panasoffkee to the Outlet bridge.
9. Maintenance of road from Oxford west to Pedro via Long Hammock.

Mr. Lee spoke in behalf of the road from Sumterville west through Panasoffkee to the Outlet Bridge, as did Mr. Traylor, who said that especially in seasons of high water it was hard to get in and out of certain sections of the County.

Mr. Lee extended an invitation to the Board to be his guests at lodge on Lake Panasoffkee.

REQUEST FOR LEASE OF SPACE ON GANDY CAUSEWAY FOR FISHING

Mr. Walter Fuller and Mr. Fred A. O'Neill appeared to make a lease proposal for the east 2,000 feet of the west causeway of Gandy Bridge, to be used for operation of a fisheteria, fishing piers, supply stores, rental of fishing boats, etc., for a period of thirty years, under terms set out in the said proposal. Mr. Fuller spoke in behalf of Mr. O'Neill, the proposed lessee, stating that he has been in the restaurant and fishing business all of his life, and further, that he is very competent and has the highest reputation in St. Petersburg.

The Board decided to take the matter under advisement and study thoroughly before taking any action.

CHANGE IN LOCATION ON ROAD 18 THROUGH ARCADIA

A letter from Mr. P. P. Speer, City Recorder of the City of Arcadia, transmitted a resolution from the Arcadia City Council, requesting that the designation of the route of Road 18 through Arcadia be changed to its first designation of several years ago, to read as follows:

From the City limits on east side of City of Arcadia west on Oak Street to Lee Avenue, thence North on Lee Avenue to Hickory Street, thence West on Hickory Street to City limits on west side of City of Arcadia.

On motion of Mr. Campbell, seconded by Mr. Carleton, it was moved and adopted to agree to this requested change in designation, with the understanding that the City will pay the cost incident thereto, estimated to be around $500.00.

D. J. BAILEY MEMORIAL BRIDGE

Resolutions from the City of Panama City, the Chamber of Commerce of Panama City, the City of Lynn Haven, and the Board of County Commissioners of Bay County, all making the request that the bridge now under construction at North Bay, Road 52 in Bay County, be designated as the D. J. Bailey Memorial Bridge, were presented for consideration by the Board.

On motion of Mr. Campbell, seconded by Mr. Guernsey, it was moved and adopted that the North Bay Bridge, on Road 52, Bay County, be designated the D. J. Bailey Memorial Bridge.

INVITATION FOR MEETING

Mr. W. A. McMullen, Engineer for Pinellas County, extended an invitation to the Board to hold a meeting in that county.

PLACES FOR THE JANUARY AND FEBRUARY MEETINGS

The Board decided to hold its next meeting on January 21 at Sebring, when the tentative budget for 1946 will be adopted, and the Budget Hearing meeting on February 18, at Tampa.

ADJOURNMENT

On motion of Mr. Guernsey, seconded by Mr. Campbell, the meeting was adjourned.

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In all, he has some 175 varieties of the finny tribe in 114 outdoor pools and more than 200 indoor breeding tanks. He never has fewer than a quarter million fish on hand at one time, and frequently the number is greater than that.

He produces fish to match the color of walls, or milady's pajamas. He has fish in all colors of the rainbow and in color combinations and blends that would put the rainbow to shame. One tank appears to be full of tiny iridescent bubbles, but they are hungry bubbles, which do not dissolve.

Out in his yard Baker has a system of breeding ponds in a huge circle, which he himself designed. By arranging the ponds as spokes in a wheel, he is able to feed his fish from an inner diameter.

Servicing the 4,000 or 5,000 aquariums in private estates in Palm Beach keeps Baker busy, but breeding fish is his real hobby. He accomplishes this by selective breeding, and the results obtained are as beautiful and colorful as flowers or rare exotic birds.

People who habitually say it with flowers to friends who are ill are now saying it with fish. Physicians are recommending a small tank of tropical fish for those who have nervous ailments.

Now that fish may travel again, Baker hopes to import a mate for his giant Chichid. It will probably be sent by plane from the West Indies. For the past three years this fish has been an unwilling bachelor.

Baker welcomes visits from garden club members, school children and anyone interested in the mysterious life that pulses under the water.—Miami Herald.

More than 20 percent of U. S. urban dwellings had no private baths in 1940.

LOST DOGS

There is a story from another city of a stray dog found half starved with an identification card fastened to his collar, and these words:

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Countless people reading this simple little story will pause to express the hope that Spotty found a good home, without too much grief in his search. With all the movings and changes of recent years, there must have been countless thousands of dogs in this country losing their owners and caught, perhaps for a long time, in the tragic plight of having no home, no master, no one to love, no children to play with. Man's best friend among all the animals deserves better than than—Jacksonville Journal.

INSURANCE PROTECTION

Citizens of Florida are being warned by State Treasurer Ed Larson against insurance companies which cannot be sued in Florida courts. These are companies who do their business by radio and mail and do not register under our State insurance law. While some of these companies may be responsible organizations, others may not be. The point that Mr. Larson makes is that they have no legal responsibility in Florida and are immune from State government supervision.

In other words, when you buy insurance, investigate. Buy from companies registered under Florida laws.

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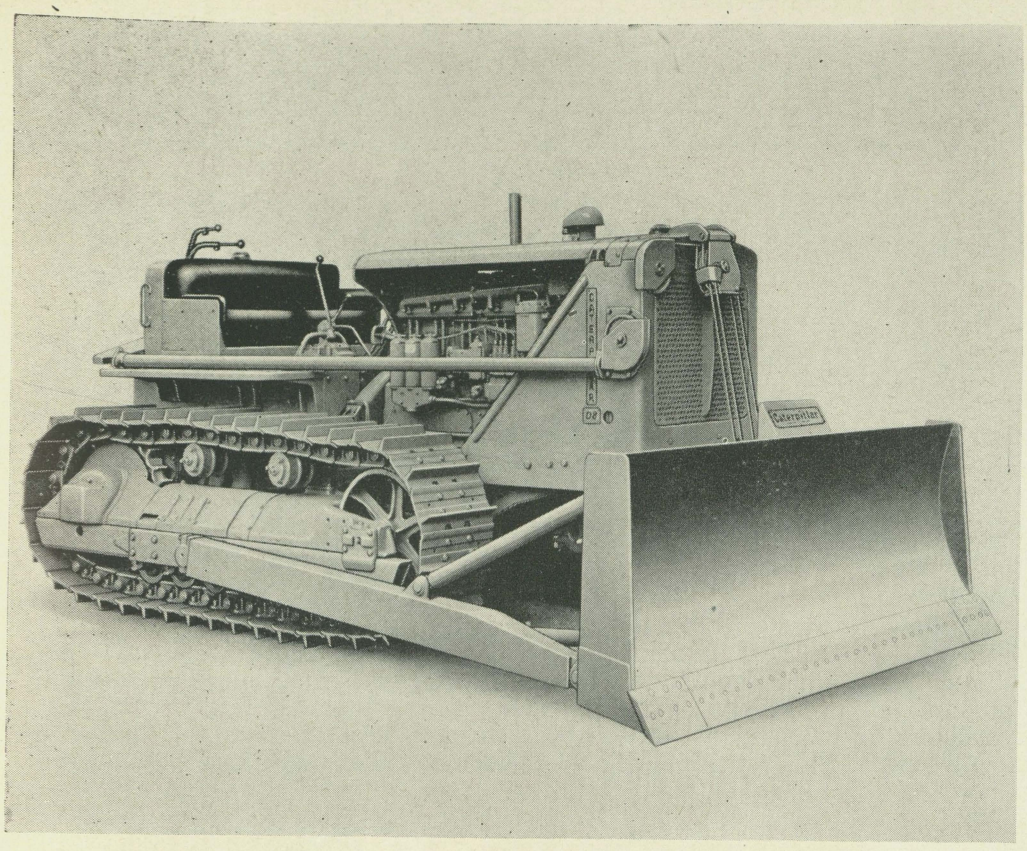
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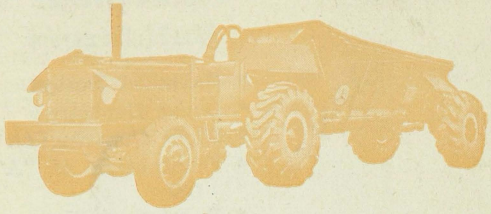
Clewiston Motor Company
Clewiston, Florida



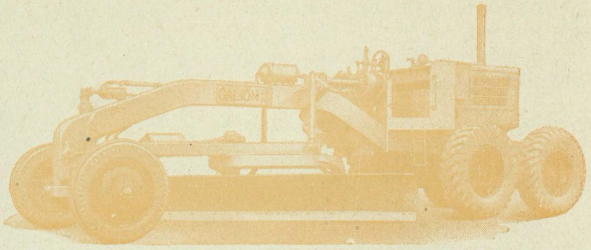
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FLORIDA - GEORGIA TRACTOR COMPANY



Bottom-Dump Euclid



Galion Motor Grader

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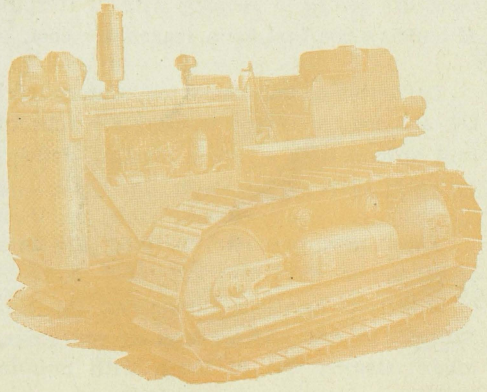
H. J. Midgette, President
O. C. Johnston, Vice-Pres.

In addition to a sales force, we have Service and Parts Depots located at the above points in order to assure owners of International TracTracTors, Industrial Wheel-Type Tractors and Power Units receiving prompt and efficient service on their equipment. Due to shortage of experienced mechanical assistance and delays encountered in receiving parts shipments during the past few years, our service at times, has been considerably below par. As we approach more normal times and as rapidly as changed conditions will permit this situation will be corrected. Your continued patronage will be appreciated.

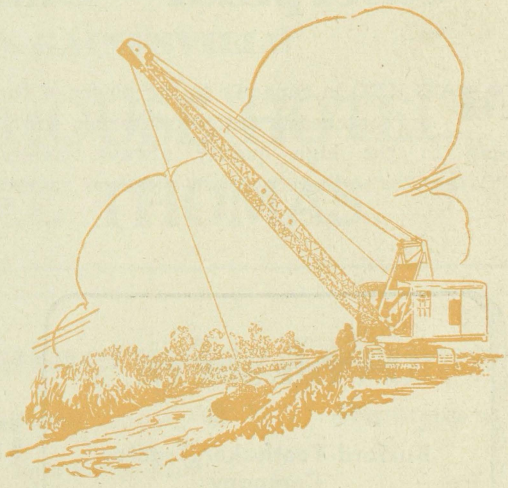
BUILT ON SERVICE

Sales Representatives located

JACKSONVILLE, TALLAHASSEE, LAKELAND, TAMPA, ORLANDO AND MIAMI, FLORIDA
WAYCROSS AND SAVANNAH, GEORGIA



Model TD-9 International TracTracTor and Bucyrus-Erie Dozer Shovel.



Northwest Dragline

DISTRIBUTORS FOR:

International TracTracTors
Bucyrus-Erie Scrapers-Bulldozers
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Trojan Patrols-Tamping Rollers
Murphy Marine Engines
Gutter-Snipe Pick-Up Sweepers
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Rosco Distributors
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We also handle many other popular lines of construction and industrial machinery in addition to a complete stock of rebuilt equipment for rent or sale.